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February 20, 2020

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1953 CADILLAC 62 CONVERTIBLE

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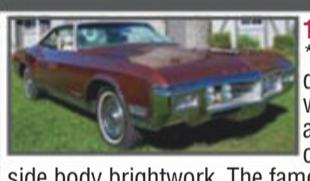
1951 PONTIAC STREAMLINER SEDAN DELIVERY

ULTRA RARE w/42,000 miles. 1 of 1,822 made. A 8 cylinder version from what we have been told there were less than a 100 produced. A lazer straight body in original color of sable black contrasting w/excellent stainless and chrome w/ excellent interior.



1959 CHRYSLER CROWN IMPERIAL SOUTHAMPTON EDITION

Very RARE car, it is 1 of 1,007 produced. This California car is outstanding throughout. A color combination that is great. The options are plentiful and vast, including factory A/C, power everything, pushbutton trans. The list goes on and on. Fit finish is outstanding as well as the restoration.



1969 BUICK RIVIERA

*RARE, last year for body design. Coveted quality w/well-appointed Power accessories. 1969 saw a cosmetic update, and new side body brightwork. The famous Riviera retractable headlights and integrated front bumper and grill were featured. Inside, a variety of interior options. Including a wood-grain dash. *430-cu. in. V-8 auto trans. A well preserved and meticulously maintained classic.



1952 BUICK SUPER ESTATE WOODY WAGON BEAUTIFUL.

263 C.I. inline 8 cylinder Dynaflash engine mated to a auto trans., independent front coil suspension, live rear axle, 4 wheel power assist Hydraulic brakes. 129" WB, installed A/C, converted to 12 volt. The wood is Excellent w/ great fit and finish.



1938 CADILLAC 7523 FLEETWOOD

1 of 380 made! The overall condition is nothing short of ASTOUNDING. 38 Years in sunny California. In outstanding dark Blue paint (not your typical Black) w/ contrasting sumptuous Grey Beige English broad cloth interior. An infamous 346 C.I. Flathead V-8 mated to a 3 spd manual trans. The wood in the interior is excellent.



An absolutely stellar example of one of the most sought after pre-war Cadillacs. Extremely RARE. CCCAA premier national show winner and an AACA senior.

Finished in Antoinette Blue w/contrasting correct Grey cord interior. An infamous 346 C.I. Flat head. The last owner had the car prepped for touring in cara van touring.



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Cars

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CHEVY STEALS

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1971 Chevrolet C30
Longhorn Pickup

40 YEARS WITH A TWO-TEN

1956 Chevy finally
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'YUGO', BUT NOT ALWAYS

How it all went
wrong



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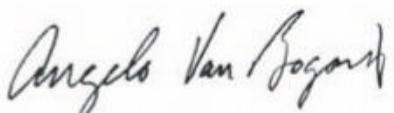
Bob Tomaine's article in this issue features a 1956 Chevrolet four-door sedan that reposed in plain view for several years, and the story sparked nearly forgotten childhood memories for me. While I was growing up in Cottage Grove, Minn., during the 1980s, there was not one but two 1956 Chevrolet four-door sedans languishing behind buildings. Unlike the Two-Ten sedan subject car of Tomaine's article, the sedans I regularly saw were Bel Air four-doors, both in the popular India Ivory over Nassau Blue combination. Unfortunately, I don't think either was ever saved.

During my childhood, I could impress my uncle and his car buddies by pointing out dozens of hidden old cars and trucks parked among my 30,000 or so neighbors' yards. While riding in my mom's 1978 Malibu Classic and on my bike, I had scouted various old cars poking out from behind garages, buried under debris in garages and visible through fences. There were a couple '57 Chevy two-door hardtops, a 1960 Corvette parked since 1969 and 1949-'51 Mercury coupes. There were also oddballs such as a fat-fendered Willys sedan and even a mid-1950s Mercedes-Benz that I regretfully never determined to be a 300SL "gull-wing" or a roadster.

While most of the cars that I spotted were hiding, those two 1956 Chevrolet Bel Air sedans were in plain view, one of them on the main drag through town. In fact, I saw that 1956 Chevrolet so often since it was on the way to my grandparents' house that it eventually blended into the landscape. Then, one day, I noticed it had disappeared. The owners had two garages, and I could never understand why it wasn't parked in one of them — perhaps they had more valuable cars inside? I had hoped that Bel Air finally found shelter inside.

The second Bel Air of the matched pair of '56 sedans was parked behind a barn at the edge of town. It, too, was complete but growing weathered with each passing Minnesota winter. It slowly sank into the ground, and then one day I noticed the farmhouse had been razed as housing developments encroached the property. The farm was never developed and remnants of its outbuildings still remain, but there's no trace of the '56.

On the rare occasions that I drive by the properties where those '56 Bel Airs were once parked, I find myself glancing over to see if the cars are still there. Of course, they're gone. So are the 1957 Chevy hardtops, the Willys sedan, the 1960 Corvette and the Mercury coupes. However, that Mercedes-Benz I found backed into a garage may still be there, gathering more dust and garbage. If I ever catch the garage door open again, I may just have to stop and inquire about it.



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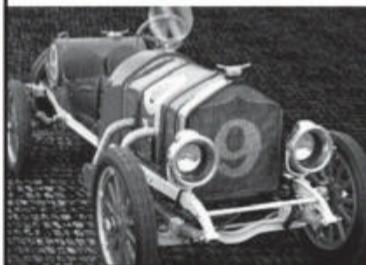
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Sound Your Horn



Manual transmission memories

Brian Earnest wrote a good editorial about his parents' Ford Fairmont station wagon with a manual transmission. My wife bought a 1980 Mercury Capri as a more reliable replacement for her TR6. Seemed like a good choice with its 3.3-liter six with a four-speed overdrive. The engine was OK, but the transmission was all wrong. First and second gears were close, then there was a huge gap to third. Then fourth overdrive was close to third. It was like a five-speed with third gear missing. Am I the only one annoyed by that? It was a real decent car ruined by one small detail.

Butch Gordo, Winnemucca, Nev.

A '40 Chevy street rod for 'Granny'

Whoever thinks hot rods are only for the macho guys needs to hear my story. My wife, Dot, turned 71 a while back and I inquired about what she might like for her birthday. To my surprise, she said that she wanted a street rod! She already owned a 1957 Chevy pickup and a 1968 Oldsmobile Cutlass with a 455 engine, so why not a street rod?

I got in touch with my son, Steve, another gear head, and informed him of the quest for a street rod for his mom and asked if he would help with the search. For the next month I had incoming photos of all manner of rods. Dot had an idea of what she wanted, but as these things go, she wouldn't know it until she saw it. Of the photos Steve sent, the cars were either too garish, the wrong color, too low, too high, not low enough, wrong style, etc.

Then one Sunday morning Steve called, pretty excited. "Dad," he said, "you have to get Mom over here. I found her a

car." It was a real find, he said, a fresh build with only 400 miles and the ad had just come out, so we had to hurry. He promised his mom would love it.

I informed Dot of the find and we promptly drove the 125 miles

to Citrus Heights to see the car. It was a beauty — a lowered, shaved and decked 1940 Chevy coupe with a chopped top, completely filled body, door poppers, leather, air, Mustang II, four wheel discs, a ZZ3 350, 700R and a Currie 9-inch rear. It was painted Glen Green, a light shade and non-metallic. She did indeed fall in love with it. We found out that the car was a seven-year build and had been stored for over a year after the lady's husband died shortly after getting it registered.

We bought the little coupe on the spot and "Granny" has her street rod. The car is a real handful and it's hard for her to give it up long enough for me to take it for a drive. She entered the coupe in five car shows last year and won four trophies. I love it when guys approach me at car shows wanting to talk about the car and I point to Dot and tell them to talk to the owner, not me. The looks are hilarious!

I love *Old Cars* — keep up the great work!

Jim Lamb, Cloverdale, Calif.



Reader Wheels

Patrick Parker, of Naples, Fla., owns this beautiful 1948 Packard Deluxe Eight club sedan. "It's quite a hoot to drive," he says. "Even though it has a three-speed manual transmission. It has an overdrive knob on the dash, but I am not sure how it works. The straight-eight, 130-hp engine purrs like a kitten and performs well often starting after several cranks even if it sits in the garage for weeks on end."

The Scoop

Hobby News & Views

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36-car Corvette collection to be given away — again!

NEW YORK CITY — A collection of 36 Corvettes, one from each year beginning in 1953 and ending in 1989, will be given away as part of a sweepstakes. The *New York Times* first reported that the “Lost Corvettes” collection will be given away in a sweepstakes set up by Corvette Heroes, a group that acquired the cars in 2014. The group is owned by the Heller and Spindler families.

Dennis Amondeo, a carpenter, originally won the Corvettes in a contest held by VHI in 1988. Artist Peter Marx then purchased them — all 36 of them — and said he planned to paint them, but Marx ran into problems with the law and his personal life and never did anything with the cars. They were subsequently kept untouched and moved around to various garages and storage facilities over the years.

The cars are scheduled to be given away individually with proceeds going to veterans-related charities. Enter the sweepstakes at www.corvetteheroes.com.

Sills named new AACA Museum president

HERSHEY, Pa. — The AACA Museum has selected Richard Sills as its 2020 president and also added four new members: Jim Hess, John Dockendorf, Chad Winters and John Oakman to serve on the museum’s board of directors. The changes went into effect Jan. 1. With the appointments, the AACA Museum Board is now comprised of 20 directors.

Sills is a lawyer who lives in Lancaster, Pa. A native of Philadelphia, he grew up in Drexel Hill, Pa. He is a graduate of the University of Pennsylvania and the University of Pennsylvania Law School, earning a master’s degree in taxation from George Washington University. He has practiced law in Washington, D.C., for most of his career.

Sills belongs to numerous car clubs and automotive histo-



Wreck of the Week



A 1939 Studebaker Commander coupe got a little mangled all around but managed to stay right-side-up in a crash that happened in Girard, Calif., on May 21, 1941. The '39 Commanders had a vertical trim strip on the front of the tapered hood. The Commander was the middle-tier offering, one step above the new Champion, and below the top-level President. Club coupes with and without back seats were offered, along with a four-door sedan.



Ron Kowalke collection

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For More Info call 937-498-0748 or FreedomRoadRally.com

The Scoop

ry organizations. He served as national president of the Cadillac and LaSalle Club (CLC) from 1998-2002 and also served as president of the CLC Museum and Research Center. Using his expertise in nonprofit tax law, he has assisted several old car organizations in obtaining tax-exempt status from the IRS. He also served on the board of directors of the Buick Heritage Alliance and the Humane League of Lancaster County, among other organizations. Sill also served on the AACA Museum's board of directors since 2006, and in recent years has chaired its Exhibits Committee.

Chitwood III joins Mecum Auctions

WALWORTH, Wis. — Mecum Auctions has added Joie Chitwood III to the Mecum staff as "strategic advisor for the company." Chitwood has a B.S. in finance from the University of Florida and an MBA from the University of South Florida. He is the former president of the Daytona International Speedway, the former president and chief operating officer of the Indianapolis Motor Speedway, the former

manager of administration for the Indy Racing League and he most recently served as the executive vice president and chief operating officer of the International Speedway Corp.

Byrnes remembered for 'Kookie Kar'

SANTA MONICA, Calif. — Actor Edd Byrnes, who became a Hollywood icon in the late 1950s, died at his home

in Santa Monica, Calif., on Jan. 8, 2020, at age 87. Byrnes played the "Kookie" character in the "77 Sunset Strip" TV show starring Efrem Zimbalist, Jr. as a hip L.A. private detective.

Byrnes' character was Gerald Lloyd Kookson III, a jive-talking parking lot attendant with dreams of being a private investigator. When he wasn't busy combing his hair and drag curl, Kookie often helped the series' stars solve cases. He worked at Dino's (which was actually Dean Martin's lounge) near the fictional detective agency and drove a Ford Model T-bucket hot rod. Viewers lusted to borrow his car and his comb.

"Kookie, Kookie, Lend Me Your Comb!" was the name of a record that Byrnes released. Byrnes also co-starred in the 1978 movie version of "Grease" by playing Dick Clark-inspired television teen-dance show host Vince Fontaine.

The "Kookie Kar" that made "77 Sunset Strip" a hit with car-savvy fans started life as a \$100 Model A Ford that the



Edd Byrnes, pictured with the famous T-bucket roadster from "77 Sunset Strip," passed away recently at age 87.

Weathered Wheels

Terry Sohl is a birding enthusiast. As he was driving through the Fort Pierre National Grasslands in South Dakota, could he help it if someone had left a derelict 1949 Plymouth in a ditch right in front of the bird he'd stopped to take a picture of? Sohl identified the bird as a Ferruginous hawk. He contacted *OC* contributor John Lee for identification of the car. Though the snow drifted both inside and outside makes it hard to tell, it is most likely a four-door sedan. Plymouth's most popular model that year accounted for sales of 61,021 in the base Deluxe series and 252,878 with Special Deluxe trim.

If you have a cool photo to share, email oldcars@aimmedia.com or send us a note to *Old Cars* at 5225 Joerns Dr. Suite 2, Stevens Point, WI 54481.



© Terry Sohl

late hot rod guru Norm Grabowski purchased in 1952 and later bolted a '22 Model T body to. The Kookie Kar started its film career in 1955, but the 1958-1963 TV show made it famous and inspired *LIFE* magazine to do a hot-rod issue that featured the Kookie Kar. Millions discovered how cool it was to drive a hot rod.

The original Kookie Kar is still in existence and was recently featured in *Mecum Magazine*. It was extensively modified in the 1960s and later sold at Mecum Auction's 2018 Indianapolis sale. Hot rod collector Ross Myers of the 3 Dog Garage in Boyertown, Pa., then sent the Kookie Kar to San Francisco for a full restoration by Roy Brizio Street Rods. Johnnie Overbay, the owner of Reno Rods & Customs in Oklahoma City, Okla., also built an exacting replica of the Kookie Kar that he displayed at SEMA years ago.

Logan Byrnes, a news anchor for KUSI-TV in San Diego, Calif., confirmed his father's death on Facebook. Edd Byrnes may be gone, but his beloved Kookie persona introduced a host of slang into mainstream prime time culture and made the Ford T-bucket an American hot rod hobby icon.

— John Gunnell

Chickasha Swap will continue in Oklahmoma

CHICKASHA, Okla. — The Ersland family that is behind the Chickasha Prewar Swap Meet in Oklahoma has decided to reverse course and continue holding the annual spring event after 2020. Mike and Susie Ersland had previously announced that their 30th annual meet in March 2020 would be their last.

Promoted as an event "Where the East Meets the West," the Friday and Saturday show features pre-World War II transportation items only. It is held at the Grady County Fairgrounds in Chickasha, 30 miles southwest of Oklahoma City. The next show will take place March 20-21, 2020.

"The Ersland family would like to take this opportunity to thank you for your continued support of the Chickasha Pre-War Swap Meet, helping to make it one of the premier early swap meets in the world," the family told enthusiasts and vendors in a recent email. "This year marks our 30th annual meet and, as you may know, we announced last year that it would be our last."

"Many of you expressed your feelings to us and others about our decision. There has been a great outpouring of support for our meet and we are truly humbled by the friends who have told us how much this swap meet makes a difference in how they find and sell parts. For the past year, many people, as well as clubs, have come to us asking us to keep the pre-war meet going. So, after much consideration, our family has decided to continue the swap meet."

The family pointed out that Chickasha Pre-War Swap Meet will always be at the Grady County Fairgrounds on the



Reader Photo

Greg Kriske, of Duluth, Minn., shared this photo "of my mom and dad (Lucy and Ed Kriske) when they were either dating, or first married. I'm not sure of the car in the picture — a Dodge?" There is enough of the car showing to make a pretty good guess, but we'll throw it out to our readers. If you can identify the car, drop us an email at oldcars@aimmedia.com.

third Friday and Saturday every March. "This means that next year's dates for the 31st year of the meet will be March 19-20, 2021," the Erslands added. "We are looking forward to hearing from you and seeing you not only this March, but for years to come."

For information, call 405-224-9090.

— John Gunnell

Malaise Daze gets new venue

PALM SPRINGS, Calif. — Malaise Daze is moving to Palm Springs for 2020. After two shows at the Automobile Driving Museum in Los Angeles, the show is moving to a bigger venue. This year's show will be April 24-26 at the Palm Springs Cultural Center.

Hosted by Bryan Davis and Chuck Sherman of Malaise Motors, the Malaise Daze Car Show will feature 1972-1995 model year vehicles — cars made during the notorious "malaise" era of auto manufacturing.

For more information, contact Davis at 559-347-8153 or Sherman at csherman.urt@gmail.com.



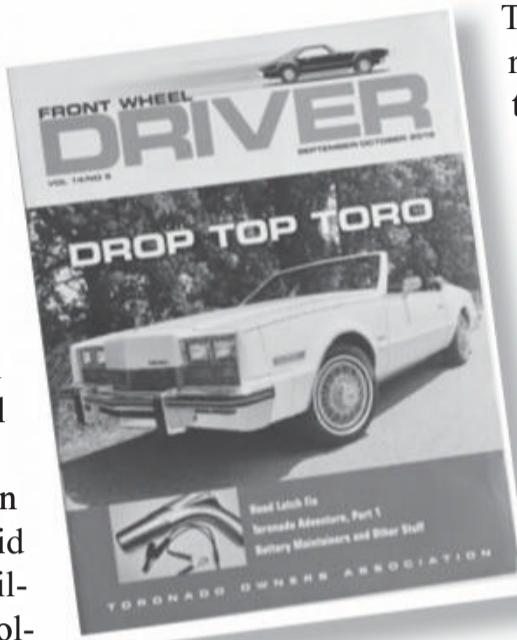
Special Toronado convertible recalls the coachbuilt era

Fourteen pages of high-quality graphics with insightful text benefitted members of the Toronado Owners Association when the September-October 2019 edition of *Front Wheel Driver* arrived. Leading the “read” was Evan Hope’s article “Drop Top Toro,” a 1982 model he obtained after nearly a decade of its hibernation. Purchased from the original family, the car lacked detailing and mechanical work to bring it to top operation.

Interestingly, this convertible conversion “was done by Hess & Eisenhardt in Ohio,” said Hope. That company did conversions on Cadillac Eldorados and Buick Rivieras in greater volume than the equally stately and sporty Tornado.

Governmental regulations more or less put the mass production of convertibles to a standstill, the reasoning being safety, the public was told. Still, there was a way around the restrictions. The number of units made was to be relatively low. Hence, conversion companies such as H&E seriously went after that plum. It was a far cry from the H&E mainline business of making funeral vehicles and related speciality conversions.

Hope studied various sources and concluded that “around 400 third-generation Toronado convertibles were made by H&E under the Oldsmobile partnership.” H&E was promoting its expertise as “The Twentieth Century Coachmaker” in the 1980s.



The company promoted its innovation as being respectful of “design integrity, with our patented top stacking mechanism” that retained the sharp silhouette lines of the hard top roof with “a 100% wool headliner” and other amenable features.

The original bill of sale in California seems to imply private ownership with a hint of company usage, according to Evan.

The car recently took a class award at a Toronado meet hosted by the R.E. Olds Museum in Lansing, Mich., a reflection of the car’s current preserved and spruced-up status.

Bravo for this capsule of information about the Olds/H&E connection, a tiny bit of recent history that, in a special way, serves as a reminder of the early years of car making under special order by a parcel of design companies. The likes of that era is reflected in Hope’s Toronado and other such survivors. The article is an encouragement of rediscovery of that long-ago era.

OC

Tornado Owners Association

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VINTAGE AD OF THE WEEK

By OC Staff

“Okeh?” That was apparently the way Buick ad copywriters spelled “OK” when the new line of 1940 Buicks was touted in print ads. *Old Cars* editors have never seen “OK” spelled that way and it definitely caught our attention, so perhaps it was “mission accomplished” for Buick.

This ad was very much like other print ads of the day, and unlike today’s “image ads” designed for people with short attention spans. The 1940 Buick ad showed a happy motorist behind the wheel and a lot of copy that gushed about the finer points of the new Buicks. “First of all, as we remember, you wanted a car that looks like a million, but runs on dimes,” the ad said. “Well, look this spiffy Buick Super over — and see how beautifully it fills the bill!”

The ad went on to tout the new Buick’s wide front seats, column-mounted shifter, coil spring suspension, and “fender-type headlights; we put them where a bump won’t smash them.”

The happy gal in this ad was driving a Super Model 51 four-door touring sedan with an MSRP listed at \$1,109 “delivered at Flint, Mich.”

OC





Q. A friend of mine needs a steering box for his 1939 Chevrolet Master Deluxe. We have only been able to find a steering box for a 1939 Standard model. Do you know if they are the same? Are there other models that have the same box? If not, do you know where we can buy a complete, rebuilt or NOS steering box for a '39 Master Deluxe?

— Bill Harper, via email

A. My first reaction was to pass this on to our Chevy go-to guy, Gene Schneider. He replied as follows: "I have had no experience myself, but I do a lot of activity on the [Vintage Chevrolet Club of America] chat site. The latest recommendation I find there is Lares Corp. (www.larescorp.com) in Neenah, Wis. They were recommended by Marx Auto Parts and a VCCA member. Yes, most of the 1939 Master Deluxe parts also fit 1940-1948 cars, but not all. Also, the parts have become difficult to find."

Following Gene's lead, I went to the Lares website and looked up "1939 Chevrolet Master Deluxe (JA)" on their menu. I found the part number 8009, and was directed to Rock Auto. At the Rock Auto site I got this: www.rockauto.com/en/partslares,8009,steering+gear,7416. It's apparently a rebuild operation; send yours in and they refurbish it. It prices out at \$256.99. This is just a lead, since I have not actually ordered any steering components through this arrangement.

This component is different from the Standard steering box, since the 1939 Master Deluxe has the second-generation Knee Action independent suspension, while Standard is a straight axle. I say "second generation" because GM was very loose with the term "Knee Action." It was also used for the entirely different Dubonnet-type independent

front suspension available on 1934-'38 Chevys and '34-'36 Pontiacs.

Q. Has anyone taken over LeBaron Bonney custom interior kits, and if so who? Do you know anyone who makes interiors for 1955-'56 Fords? When I went to order seat covers and plastic covers, I found they went out of business.

— Ernest Hart, via email

A. Indeed, LeBaron Bonney closed its doors last year, and with it the operations of Hampton Coach, ABC Auto Interiors and EZ Boy Auto Interiors — companies it had purchased over the years. They filed for Chapter 7 bankruptcy in March 2019. I have heard from a friend who is restoring a Model A Ford cabriolet that other upholsterers specializing in Model A's have large backlogs as a result. Readers, what options might help Mr. Hart?

As many readers know, LeBaron Bonney's Amesbury, Mass., headquarters were iconic, having housed the coachbuilding operation of Biddle and Smart, former carriage-builders who in the automobile age made many catalog-custom bodies for Hudsons and even a modest number for Springfield-built Rolls-Royce cars. Amesbury was known as "the carriage town," home to many carriage-building firms, some of which later went into the automobile market. In addition to Biddle and Smart, the better-known automobile coachbuilders in the region included Judkins, Merrimac, Currier Cameron and Walker.

Q. I know this topic has been discussed extensively in this column, but I spoke with a gentleman who has a different thought on the subject. As we all know, older radial tires have a tendency towards tread separation and are therefore unsafe to drive on, no matter

how good the tread is. This gentleman says to use a tube in a radial tire from the start and that will prevent or greatly delay the tread separation problem. He says without the tube, the air in the tire over time works its way between the tread plies and causes the separation problem. He tells me that Michelin makes a radial tire tube for about \$11. What are your thoughts on this?

— Robert Daly, via email

A. Michelin, of course, was a pioneer in radial tires, which appeared in 1948 on the Citroën 2CV. My parents bought a Peugeot 403 in 1958, one of the first of that model to be sold in the United States, and it came with Michelin X radial blackwalls, with tubes. The car handled superbly, and also offered a very comfortable ride.

Most people have long forgotten about tire tubes, but they're still a thing. You can get them easily from Coker, Universal or a number of other sellers. Tubes for radial tires differ from old-style bias-ply tire tubes in being more robust, in order to withstand the greater sidewall flex of the radial. Apparently, radial tubes are OK in bias-ply tires, but the inverse is not true. As a result, it seems that radial tubes are often supplied for either use.

A tube can be useful in mitigating a leaky wheel rim (imperfect rivet, perhaps). As for prolonging the life of seldom-used radial tires, I'm not sure. The problem is you can't see what may be deteriorating inside. As you saw from my self-destructed radial spare (Q&A Dec. 5, 2019), 25 years is too long to use a tire, no matter how it looks on the outside. How long might it have been safe with a tube inside?

To submit questions to this column: E-mail oldcars@aimmedia.com or mail to: Q&A, Old Cars, 5225 Joerns Drive, Suite 2, Stevens Point, WI 54481.

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**38
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A YEAR**





YUGO

HOW IT
WENT
WRONG



Iknow what you're thinking: Foster is really losing it. Why would anyone write about the Yugo GV, a car considered the worst automobile ever sold in the United States? One that he himself described as "an obsolete Fiat design assembled in a backwards country by disgruntled Communists." Well, the truth is, the Yugo was such an awful car that it has acquired a sort of charm, kind of a "reverse snob appeal," if you will. That's not to mention that low survivability rates have made the once-ubiquitous Yugo a real rarity nowadays. And, you know what? They're also kind of cute, in an "ugly VW Beetle" sort of way. Finally, their story is interesting.

The Yugo was a product of the Yugoslavian automaker Crvena Zastava, which began producing automobiles in 1954 by building variants of the existing Fiat 1400 and Fiat 1900. By 1981, the firm was producing its new Yugo 45 based on the discontinued Fiat 127, though with more modern styling. That car became the Yugo that was brought to our shores.

Bringing the Yugo to America was Malcolm Bricklin's idea. One of the founders of Subaru of America and a guy who really enjoyed the car business, Bricklin was most famous for his failed Bricklin safety sports car project in the 1970s. The safety sports car was fol-

lowed by his attempt to market the Fiat X1/9 and Fiat 124 sports cars as, respectively, the Bertone and the Pininfarina, a venture that also ultimately failed.

The right price in an inflated market

In the mid 1980s, Bricklin spotted another opportunity to make money in the auto industry. Inflation in the late 1970s had boosted car prices dramatically, creating the new phrase "sticker shock" to describe the reaction people had when

"It's hard to get quality from intoxicated workers, especially when the plant itself is run down and filthy."

they visited new car showrooms. Buyers in America were extremely upset over the high price of cars and many of them were simply priced out of the new car market. Bricklin realized that if he could bring in a truly low-priced car, he could sell a bunch and make a ton of money.

Unfortunately, the car he settled on as the budget-priced solution to America's car price problem was the Yugo. It was cheap to buy — he reportedly bought them for around \$2000 each wholesale — and each delivered good gas mileage. The right to distribute them in America was available at a bargain price, so everything seemed fine at first. Bricklin set up a new company known as Yugo America, Inc. located at 180 Summit

Ave., Montvale, N.J., right in the heart of what was then the area where most European importers were headquartered. U.S. sales of Yugos began with the 1986 model year.

Two Yugo models were initially offered. The volume model was the GV, a small but stylish two-door hatchback sedan priced at an amazing \$3990. For comparison sake, a similar 1986 Toyota Tercel was tagged at \$5,798, while a Honda Civic hatchback was \$5,479. Among domestic cars, a Chevy Chevette

was \$5959 — almost two grand more than the Yugo — and a Ford Escort Pony was \$6052. So, the Yugo represented a real

bargain, price-wise, compared to other entry-level cars on the market. And its base sticker included front-wheel drive, power brakes, rack-and-pinion steering, steel-belted radial tires and even a rear window wiper, washer and defroster. Full PVC undercoating and a bodyside molding were also standard. That level of standard equipment was amazing considering the price of the car.

The more deluxe version was the Yugo GVX that added as standard equipment sport alloy wheels, wider tires, front air dam and fender flares, a thicker front sway bar and an AM/FM stereo cassette radio with digital clock.

Yugos were powered by a 1.1-liter (68-cubic-inch) overhead-cam inline

four-cylinder engine with a two-barrel carburetor generating 55 hp at 6,000 rpm and 52 lb.-ft. of torque at 4,600 rpm. Power was fed through a four-speed transaxle; an automatic transmission wasn't offered. Wheelbase was a diminutive 84.6 inches — roughly a foot shorter than an AMC Gremlin. Overall length was 139 inches, and width was 60.7 inches. A small car, as I said.

Interior room was tight, but decently trimmed, with a pair of well-padded bucket seats up front and a fold-down rear seat. Instrumentation and creature comforts were sparse. However, people didn't expect much in a small car at the Yugo's price, so none of this was a problem. That low, low price tag helped people overlook its many shortcomings.

The front-drive chassis included four-wheel independent suspension boasting MacPherson struts with coil springs up front and struts plus a transverse leaf spring out back. Brakes were front disc and rear drum.

When Malcolm Bricklin began to advertise the upcoming debut of his new Yugo, dealers swarmed to his banner — they realized that offering a car for under four grand in 1986 would be like printing money. Those dealers were right with Yugo America selling nearly 36,000 units in calendar 1986. The following year, sales climbed to 48,812 Yugos!

Yugo — but do you *really* go?

The problem in all this was that the Yugo suffered from a hornet's nest of quality problems. The factory itself was old and very dirty, the work force was militant and — how to put this — not of the highest caliber. Some Yugo America inspectors observed workers smoking on the assembly line, drinking shots of brandy while on coffee break and stepping in and out of cars on the line with greasy shoes and dirty uniforms. It's hard to get quality from intoxicated workers, especially when the plant itself is run down and filthy. Too, the Yugo was built down to a price, so the componentry was usually purchased solely based on the lowest price. Trim pieces fell off with shocking regularity, and breakdowns were not uncommon.

Performance was nothing to brag about, either. Accelerating from 0-60 mph took about 14 seconds and top

speed was about 86 mph. For all that, testers reported fuel economy of just 25 mpg, not very good for such a small car and small engine. After *Car & Driver*'s technical editor road tested one, he rendered this judgment: "It's obvious to me that the Yugo GV is inferior to every other car sold in America." The Yugo GV also performed poorly in crash tests.

Comedians had a field day with the Yugo, one asking the question, "How do you double the value of a Yugo? Fill the gas tank!" Another claimed the Yugo came standard with a rear window defroster so your hands would stay warm while you're pushing it.

No one wants to buy a car that's the butt of jokes and breaks down a lot, so Yugo sales began to slump in its third year. Only 31,545 Yugos were retailed during calendar 1988. Sales dropped significantly to 10,576 units for 1989. Desperate to prop up his business, Bricklin introduced a convertible Yugo

for 1990, but sales continued to fall. Just 6,359 Yugos were retailed for 1990.

The company went bust and was left with a fairly large inventory of brand-new Yugos that no one wanted. I well remember one firm offering brand new Yugos for \$2995 — in 1990! That was a cheap price for a used car, let alone a brand new car. Such tactics worked to unload the remaining Yugos. A friend of mine bought two of them; one to drive and one to keep as a spare. He actually loved the cars.

Who knows — you might love them, too. They are getting harder to find, because so many were junked for lack of parts and service. Completely restored Yugos can be found for \$6,000-\$8,000 asking prices, and ones needing work can be bought much cheaper than that. You just have to decide which works for you and then try to find the best example you can afford. Good luck!

OC

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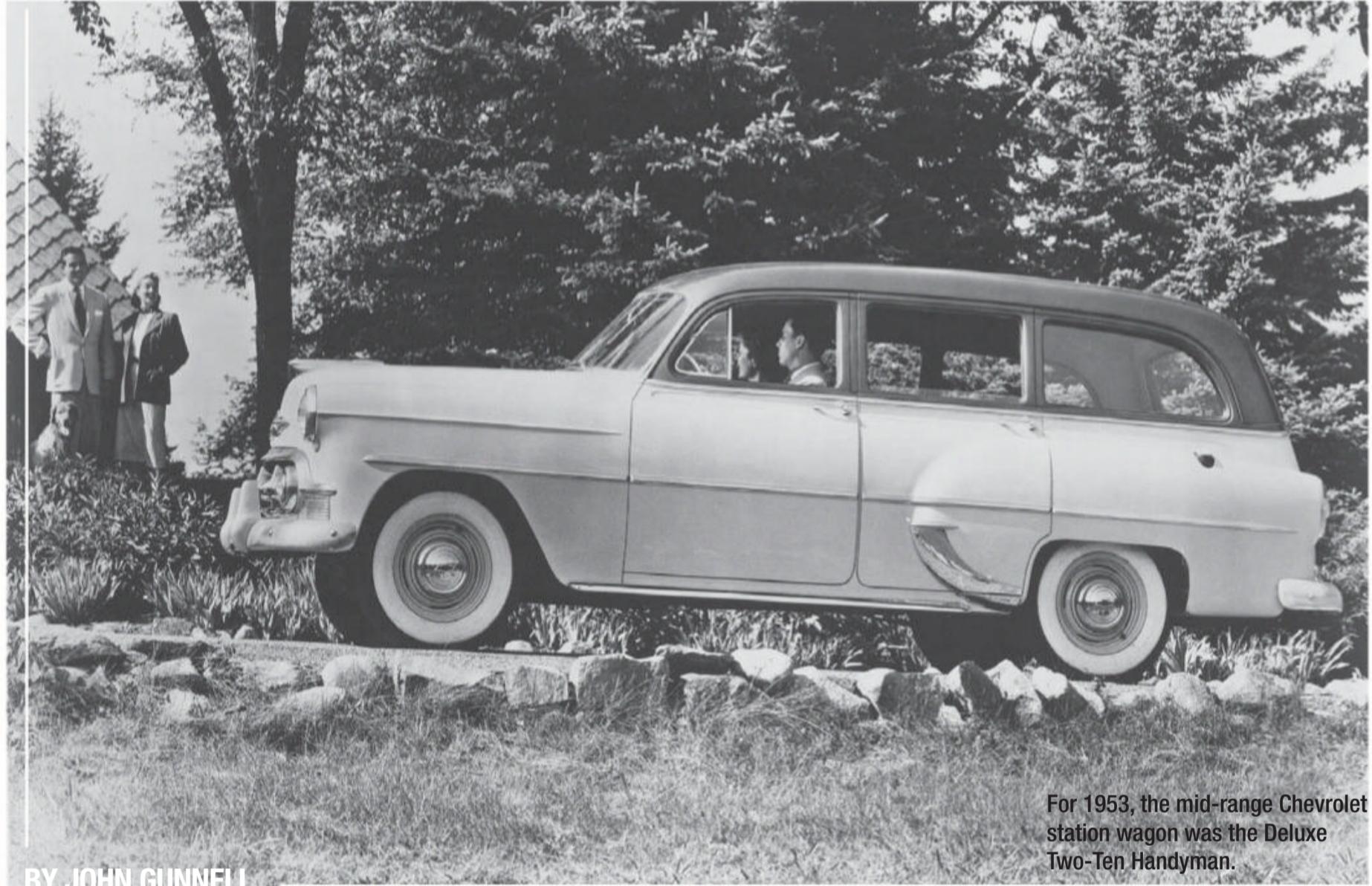


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BELOVED '53 CHEVY



For 1953, the mid-range Chevrolet station wagon was the Deluxe Two-Ten Handyman.

BY JOHN GUNNELL

EVERYONE LOVES A 1953-'54 CHEVY, AND NEARLY ANYONE CAN AFFORD ONE

Our first collector car was a 1954 Chevrolet Two-Ten four-door sedan that was purchased from a used car dealer near Kenilworth, N.J., for \$325. It was originally green with a white roof. We bought it because it reminded us of our first car — a 1955 Chevrolet Two-Ten Delray coupe that was green with a white roof. The '54 was a very nice, 35,000-mile car that was 100 percent stock except for its set of wider wheels and fat F50 white-letter tires that a previous owner had installed.

This was in 1972 and we soon discovered that, back then, a '54 Chevy had little respect in the old-car hobby. When

we took the Chevy to a car show at the Brooklyn Museum, a man at the gate said, "Where do you think you're going with that hot rod?" He then pointed to a postwar '40s Lincoln Continental just inside the gate. "That car belonged to Arthur Godfrey," he said. "And that's the kind of car we want at this show."

When my wife at the time was learning to drive, she had a fender-bender with the '54. The other driver owned a body shop and offered to fix the damage. We repainted it to look like a Bel Air

Voodoo Larry's customized '53 is one of several famous recent 1953-'54 Chevy builds.



The Bel Air of 1953 had more trim around the side windows and two connected trim strips on the sides.



pictured in the '54 Chevy sales catalog (yellow with a green top). At the time, we didn't know that Two-Ten sedans were not available in that color scheme. No one cared, because Chevys such as ours weren't hot collectibles back then.

Today, the '54 Chevy — and its 1953 counterpart — have risen somewhat in desirability. There are probably two big factors that increased the popularity of these cars. First, hot rod builder Jesse James turned out a customized '54 that received a great deal of national media exposure and was also turned into a large, motorized toy. Next, the National Chevy Association (www.nationalchevyassoc.com) was formed in 1994

to help owners of 1949-1954 Chevrolets get information and spare parts for their cars.

It wasn't long before these "Stovebolt" Chevys became more sought after and valuable. Collector prices started climbing, especially on lower-production body styles such as the convertible and station wagon. At the same time, the Jesse James car put 1953-1954 Chevys on the radar for modern customizers and hot rodders. So, let's take an overall look at these cars and their widespread appeal in automotive hobbies.

1953 Chevy

It seemed like the whole world was traveling in 1953. Films such as "Roman Holiday" and "I Love Paris" highlighted faraway destinations where Americans could vacation. Chevy's ad men must have been inspired by the travel trend. "Why is it, wherever people travel, you see more Chevrolets than any other car?" asked one '53 Bel Air advertisement.

All '53 Chevys featured a new curved, one-piece windshield and more rounded "Fashion-First" styling. The all-new styling's most notable feature was the one-piece rear quarter panels; no longer did Chevys have separate rear fenders and quarter panels. The 1953 Chevys came in three new series. Bel

Air was now used to identify all four body styles in the top-of-the-line series, not just the two-door hardtop. This car line was added to the top of the model range, above the old Special and Deluxe. The 17 models in all series marketed in 1953 was the most ever offered by Chevrolet in one model year.

Low-rung Special One-Fifty models were plain with black rubber gravel shields on the rear fenders and exposed black rubber window gaskets. The sport coupe two-door sedan became the "club coupe" and there was a new "Special Handyman" station wagon. Inside was a standard steering wheel, a single sun visor and plain upholstery. The One-Fifty wagon had Safety Sheet side door windows in place of Safety Plate glass. Prices ranged from \$1,524 for a business coupe to \$2,010 for a wagon.

The mid-range Deluxe Two-Ten models added stainless-steel body side moldings and window moldings and bright metal rear gravel shields. The

"Today, the '54 Chevy — and its 1953 counterpart — have risen somewhat in desirability."

pillarless hardtop was called a Sport Coupe, not a Bel Air. The six-passenger station wagon with folding second seat was the "Handyman" (as was the same model with Special One-Fifty trim). The eight-passenger station wagon was the "Townsmen." It had three seats, the second and third being stationary, but completely removable. It also had wood decor on the tailgate and beltline. A Two-Ten convertible was available, but only early in the year. This was a rare car. Only 5,617 were built. Seven models priced between \$1,707 and \$2,273 made up the Two-Ten line at the start of the year.

Deluxe Two-Ten equipment for 1953 included a two-spoke steering wheel with horn ring, a cigarette lighter, an ashtray, dual sun visors and a 39-hour stem-wind clock. Heaters and radios were optional and when they were not ordered, plates covered the dashboard





LEFT: A close-up of the '53 Chevy bumper, grille, grille guard and hood badge.

openings. The interior door handles had bright metal inserts in the black plastic knobs. Other interior appointments included foam rubber seat pads in the front seats and the rear seats of sedans and coupes; front armrests in all models; rear armrests in sedans and coupes; a rear compartment ashtray in four-door sedans; one ashtray in each armrest of two-door sedans and coupes; and bright metal rear quarter panel moldings on sedans and coupes.

Top-line 1953 Bel Airs had a double molding treatment on the rear fenders (and rear doors of four-door models)

full-pressure-lubrication system.

New "Velvet-Pressure Jumbo-Drum" brakes were easier to operate. Power steering was a new option. Also new was ignition-key starting.

All of the redesigned Chevrolets rode on a 115-in. wheelbase. The overall length was 195-1/2 in. for passenger cars and 197-7/6 in. for station wagons. Chevrolet specified 7.10x15 tires for the convertible with Powerglide; 6.70x15 six-ply tires for the Townsman station wagon; and 6.70x15 four-ply tires for all other models.

The '53 Chevys bowed in Janu-

The all-new styling's most notable feature was the one-piece rear quarter panels; no longer did Chevys have separate rear fenders and quarter panels.

with a contrasting color band incorporating a Bel Air script and Chevrolet crest. The rear wheel openings were shielded by fender skirts. Bel Airs also featured double windshield pillar moldings; extra-wide window reveals on sedans; saddle moldings on hardtops and convertibles; exposed bright metal roof bows; and dashboard-mounted rearview mirrors. Upholstery materials were a few notches up the luxury scale. Prices ranged from \$1,620 for the Bel Air two-door sedan to \$2,175 for the convertible.

Two new "Thrift-King" versions of Chevy's 235-cid "Blue-Flame" overhead-valve, inline six offered 108 and 115 hp. The more powerful engine was backed by the Powerglide two-speed automatic transmission in Two-Tens and Bel Airs only. The 115-hp six had a new

ary 1953. A month later, after the Korean Armistice, the government dropped manufacturing restrictions on carmakers. Production zoomed and Chevy and Ford were locked in a neck-to-neck sales race. Chevy had been America's best-selling car since 1935, but Ford — which had a V-8, a new automatic transmission and a hot-selling Victoria hardtop — was threatening to take over. Things got downright nasty, with Chevy just about calling its rival an "also-ran." Said one ad, "This year the preference for Chevrolet is greater than ever. Latest available figures for 1953 show that over 200,000 more people have bought Chevrolets than the second-choice car!"

When the dust cleared, Chevy was ahead. Model-year production came to 1,375,403 versus Ford's 1,240,000.

Calendar-year production hit 1,477,299 Chevrolets against 1,184,187 Fords. Chevy sold 24.08 percent of U.S. cars; Ford sold 19.30 percent.

1954 Chevy

In 1954, Walt Disney Studios scored a major hit with its "Tales of Davy Crockett," a blockbuster TV show that sent sales of "coonskin" caps soaring. In the automotive world, Chevy was successful in hanging onto top position on the sales charts. As Ward's "1955 Automotive Yearbook" put it, "Chevy's hefty wallop rang the 1954 production bell loudest." Chevy, indeed, racked up its 18th consecutive first-place finish!

The '54 Chevy was modestly changed, although the alterations updated and modernized the previous look. A full-width grille and oval front turn signal housings made the cars seem lower. New curved bumper ends made them look wider, too. The taillamp housings had a "tailfin" appearance. The lineup included 13 separate models. In addition to power steering (which cost less than in 1953), the '54 Chevrolets offered the low-priced line's first power brakes, but only on cars with Powerglide transmission. New electrically operated Automatic Window and Seat Controls were available as an extra-cost option in Two-Ten and Bel Air models.

The plain One-Fifty Special had black window knobs and plainer interiors of "smartly fashioned durable materials." A black rubber windshield surround and gravel guards plus "bottle cap" hubcaps were used. The club coupe was gone and the business coupe became the utility sedan, although it still had no back seat and a raised rear-compartment load floor. Powerglide transmission was now available in One-Fiftys, which had Powerglide badges on their trunk lids. Prices for Chevys rose \$10-\$15 over 1953.

Two-Ten Deluxe models had chrome moldings on the body, windshield, windows and rocker panels. Bright metal gravel guards protected the rear fenders. Carpets covered the rear floor. The durable cloth seats came in four colors and had vinyl contrast panels. The Two-Ten

Delray club coupe featured all-vinyl, waffle-pattern upholstery and matching two-tone door panels. The Two-Ten "Handyman" wagon was upholstered in long-wearing vinyl with contrasting colors and textures including horizontally ribbed door panels. The Two-Ten convertible and hardtop were dropped.

Identifying all Bel Airs were full-length sweepspear moldings, double moldings on the rear fenders (enclosing a Bel Air script and Chevrolet crest); double windshield pillar moldings; window surround moldings; body belt moldings; rocker panel moldings; metal gravel guards; and fender skirts. Newly designed full-wheel discs, horizontally ribbed vinyl door panels, an electric clock and full carpeting helped make the flagship models dressier.

The Bel Air two-door hardtop — called a "Sport Coupe" — had special "Fashion Fiesta" two-tone upholstery; rear pillar courtesy lamps; chrome inside roof garnish moldings; a chrome rear window frame; and exposed chrome roof bows. The convertible interior was even richer with two-tone all-vinyl trims and a snap-on boot cover. The rearview mirror was no longer on the dashboard. The Townsman station wagon moved up to the Bel Air series and had Chevrolet's highest price tag (\$2,263) and lowest production (8,156 units). The other closed cars cost \$10 more than their 1953 counterparts.

Horsepower increases were part of Chevy's sales battle with Ford, which upped the ante by introducing an overhead-valve V-8 with 25 percent

more horsepower than the old flathead. Chevy's sturdy "Stovebolt" six could not match that, but did stay competitive with Ford's base 223-cid 115-hp six. The stick-shift Chevy six went to a 7.5:1 compression ratio and was rated for 115 hp at 3700 rpm. The Powerglide version had the same compression ratio, but gained a new high-lift camshaft and aluminum pistons. Its advertised horsepower was 125 at 4000 rpm.

Chevrolet had model-year production of 1,185,073 cars versus 1,165,942 for Ford and calendar-year production of 1,414,385 cars against 1,394,762 for Ford. Chevrolet's 25.67 percent of total industry sales compared to 25.31 percent for Ford. Chevrolet produced its 8 millionth postwar car early in 1954. On June 23, the 31 millionth Chevrolet of all time was put together at the Tarrytown, N.Y., assembly plant. On Aug. 15, 1954, the 2 millionth Chevrolet with a Powerglide automatic transmission was produced.

1953-1954 Chevys today

There is nothing particularly special about full-size 1953-1954 Chevys Bel Air, Two-Ten and One-Fifty models. Their styling, while pleasing, was evolutionary rather than revolutionary. They do not have a big, high-horsepower engine. Besides the Corvette, there are no extremely rare models, or cars with race history. Regardless, the cars are very lovable and due to their high production totals, many people fondly remember them when they were new.

They are also simple to work on

and maintain. The 235-cid Chevy six is easy to reach, easy to tune-up and usually affordable to repair. The standard three-speed manual transmission is as basic as they come. In addition, Speed Gems (www.transmissionadapters.com) sells kits that can help owners hook up a V-8-style tranny or two types of S-10 T-5 trannys to a 216/235-cid Chevy six. The cast-iron Powerglide has a really fun kick-down gear and a simple old-fashioned design that's very fixable.

Thanks to the National Chevy Association and vendors such as Chevys of the 40's (www.chevsofthe40s.com), The Filling Station (www.FillingStation.com) and Old Car Parts (www.oldcarpartsor.com), many reproduction parts are readily available. Steele Rubber Products (www.steelerubber.com) offers rubber parts and seals. If you need engine work, Kanter Auto Products (www.kanter.com) has a giant catalog offering just about any engine part.

Naturally, car collectors will want to look for the 1953-1954 Chevys with low-production body styles including station wagons and convertibles. The five rarest models are: 1953 Deluxe Two-Ten convertible Body Style No. 1067 (5,617 built); 1953 Special One-Fifty Club Coupe Body Style No. 1227 (6,993 built); 1953 Deluxe Two-Ten four-door eight-passenger station wagon Body Style No. 1062 (7,958 built); 1954 Bel Air four-door eight-passenger station wagon Body Style No. 1062D (8,156 built); and 1954 Special One-Fifty two-door Utility sedan Body Style No. 1211WB (10,770 built). Two-door hardtops (aka Sport Coupes) are also desirable, although over 180,000 were made in all series over the two years.

Hot rodders have a preference for two-door models and station wagons, although the affordability of a four-door sedan that you're going to fix up with modifications can't be ignored. After famous builders such as Jesse James of California and Voodoo Larry of Illinois started doing these Chevys, many home builders in the hot rod and kustom end of the hobby realized that they were neat cars to hop up and restyle. It also became easier to build an attention-getting 1953-1954 Chevy street crawler as more parts were re-popped.

OC

Bumpers that wrapped farther around the body and oval turn signal housings made the 1954 Chevy appear to be lower and wider.



40

YEARS WITH A TWO-TEN

Old Forge landmark finally returns to the road



STORY AND PHOTOS BY BOB TOMAINE

The 1956 Chevrolet that Vic Pagnotti had rescued around 1980 spent almost four decades reminding him of its presence.

"It was bothering me," he said. "It'd be on my mind. In the back of my head, I'd be saying, 'I have to get at that.' Then, one of my buddies offered to do the bodywork and paint it for me. I said, 'Do it. I'll worry about everything else later,' because it's hard to find somebody to do it."

The Two-Ten four-door sedan actually started calling to him before he owned it, as he frequently passed it in his community of Old Forge, Pa.

"I worked for the town," he explained, "and I passed by with the truck all the time. Every time the old guy was out in the yard, I'd badger him. 'Are you going to sell me that car?' Finally, one day I said, 'How old are you?' He said, 'I'm 86.' I said, 'Do you really think you're going to fix that car?' He said, 'If

you've got \$100, it's yours.'"

The Chevy had sunken into the ground, Pagnotti recalled, so he really didn't know what to expect, but oddly enough, he believes he was the only one who was after it.

"It was right next to the street," he said, "in his yard. I think he had a '55 there, too."

The likelihood that no one else wanted it is surprising, given that interest in "Tri-Chevys" from 1955 through 1957 is far from a recent development.

The 1955 model had been what can honestly be called a landmark design, having finally made a complete break with prewar concepts of styling. Its smooth, flat sides eliminated the last traces of separate rear fenders. Its belt-line was now straight and its hood no longer towered above its fenders. The hood itself was almost flat, as was the trunk lid, and even the roof had lost much of its bulge. Advertising promised that "the

long, low lines of the new Chevrolet will delight the eye" and while that might have been enough, it was only half of the story, as 1955 brought the first of Chevy's modern V-8s, the 265.

"Here's the valve-in-head V8 as only the valve-in-head leader can build it," a brochure explained. "And here are some of the wonderful things it brings you: 162 horsepower with an 8-to-1 ultra-high compression ratio! Highly efficient oversquare design, which means less piston travel, less friction wear! Exceptionally high horsepower per pound! The great new Chevrolet V8 delivers brilliant performance, surprisingly high gas mileage, and extra long life."

The copywriter probably wasn't thinking of it, but the engine's "long life" went on for decades as its descendants grew in displacement and horsepower. A 1956 ad noted that "the hot one's even hotter" and assured drivers that "when you put your foot down for

OPPOSITE: For a car that was once sunken into the ground, the Two-Ten sedan has made a shocking recovery.

passing, this beauty means business! Horsepower that ranges clear up to 225 explodes into action to zoom you out ahead with extra seconds of safety."

The 1956 Chevy was, of course, updated from its predecessor. A full-width grille was the most obvious difference, but the hood was lower still, the wheel-wells had been reshaped and new taillamps decorated the rear. At the top of the line was the Bel Air, followed by the Two-Ten and ending with the One-Fifty as the entry-level model. In a time when almost any combination was possible, each of the three models could be ordered with any version of the V-8 or even the 140-hp, 235-cid six.

Pagnotti's Two-Ten carries a six that needed very little to run.

"I put a set of points in it," he said. "I had to clean the gas tank out because it was all varnished. That was it. It started right up. I didn't do anything to it except bring it up to my house and it sat in my yard or my garage for 30-some years. Then I tuned it up and it ran nice."

Some of the body panels proved to be in surprisingly good condition despite the Chevy's years of sitting on the ground — the quarter panels showed only some minor surface rust along their upper surfaces — but others needed help.

"I put '57 Chevy doors on it," Pagnotti said, "all four. They had to be cut out because the '57 goes back past the dogleg. Another friend of mine cut them out. I got a template for him."

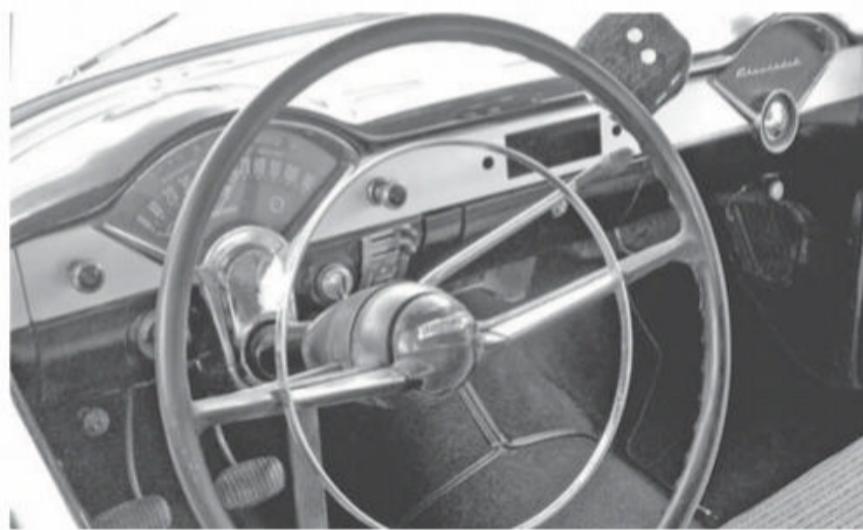
"I got two fenders out of a junkyard way back when, the hood and the trunk lid I got off of another '56 parts car of mine and they were in pretty good shape."

Exploring salvage yards for parts provided an unexpected bonus when he came across a 1949 Chevy that appeared to have been partly restored before being abandoned. On it were four

brand new tires.

"I said, 'How much for them?'" Pagnotti recalled. "He said, '\$60 for the four of them with the rims.' The rims were all painted nice and they were red. They probably should've been black, but I kind of like the red. They're supposed to be black from the factory. A lot of people say, 'You've got to paint them black.' 'No, I think I like the red.'"

The tires themselves actually produced a second bonus.



ABOVE: The hunt for a radio is ongoing. The dice were a gift when the Chevy was purchased four decades ago.

BETWEEN: Chevy's six might lack the glamour of its V-8 relatives, but it was a well-proven and respected engine by 1956.



"I had the car on the jackstands," Pagnotti said, "and it was still rusted and primed. I came home and put the rims on, put the hubcaps on. It gave me the incentive, just that little bit, and I got ambition."

It all paid off in the spring of 2019 when he finally had the Chevy back on the road. Like most restorers, he remembers its first trip in detail.

"I took it around the block a couple of times," he said. "I took it around Old Forge and my son and I took it for a ride around the mountain. We took it for a good run to test it. It ran good, it went up the mountain in third gear, never had to downshift once. There are some pretty

big hills. I was surprised by that little six-cylinder."

What makes that even more surprising is the fact that the six still needed a complete tune-up and an oil change, which certainly speaks well for a 93,000-mile engine. The interior, though, wasn't as fortunate as the engine when it came to survival, and he addressed that by buying and installing a complete kit.

"It was worth it," he said, "and I'm not an upholsterer, but it came out good."

He'd only driven the Chevy about 100 miles when he sat down to talk about it, but that was enough to have generated some reactions.

"Everybody said, 'That's the car that used to be back in the corner on the dollies with moldings on top of it, insulation on top of it, wood on top of it,'" he explained. "'That's the one.' It's hard to believe."

Those few miles have proven something else, as he's learned that even though the Chevy is a Two-Ten rather than a Bel Air — and a four-door sedan at that — it still doesn't blend into the background.

"You get looks all over the place," Pagnotti said. "Some people just stare and some people, 'Wow, nice car.' It makes you feel good."

The Chevy's not quite finished yet, as he said that it still needs mostly minor work and detailing.

"I have to get underneath it," he explained, "and do a little coating in the back where some welding was done. I think a handle's off that door and when I opened up the trunk, I noticed that my weatherstripping came off ... The radio, there's not even one in there right now. I'm looking for one."

There's another piece, though, that was around almost from the time he bought the car and was just awaiting the project's completion so that it could be installed.

"The dice that are hanging on the mirror?" Pagnotti laughed. "My wife bought them for me right after I bought the car, and they'd been sitting in my dresser drawer all these years."

Cool winds in the desert

Barrett-Jackson up, everybody else sees mixed results in Arizona

By Phil Skinner

On Sunday afternoon, Jan. 19, the books were closed on Arizona Auction Week with the final hammers falling at both Russo & Steele and Barrett-Jackson's Scottsdale events. The record books were filled with a number of new entries, but many car people were left scratching their heads while trying to figure out the true state of the collector vehicle market. *Old Cars* had correspondents at each of the eight sales to record what was happening and try to make sense of things.

The first auction out the gate was the **Motorsports Auction Group**, better known as **MAG**. This auction house has hosted several successful sales during the Hot August Nights celebration and merged with the former Silver Auctions of Arizona operation during 2019. The Peoria Sports Complex on the west side of the Valley of the Sun had worked well for Silver Auctions. Many considered this sale as an entry-level event where lower-priced vehicles were available and seven-figure letters of credit were not needed. It was a friendly atmosphere and many familiar faces were seen throughout the three days of bidding action with the auction team headed by Jeff Stokes.

Sales were on the light side with just 111 of the 328 vehicles offered on the block trading hands for a 33.7.9%

sell-through rate and a total of just over \$1.7 million. The high sale was a 1968 Shelby GT500KR fastback, hammered sold at \$155,000.

Kicking off on Monday the 13th and going for seven solid days was the 49th edition of **Barrett-Jackson**'s flagship sale. The huge venue at Westworld in northeast Scottsdale was packed from the first gavel to the last with the largest docket ever. In all, 1,909 vehicles crossed the block with all but one declared sold for what appears to be an all-time high of \$137.1 million recorded. The total number of cars offered was up more than 90 over last year, and the final dollar figure for vehicle sales was more than \$10,700,000 ahead of 2019. In addition to the vast offering of vehicles, more than 1000 lots of automobilia kicked off each day's bidding session and added additional money to the totals above.

Taking the high bids for the 2020 Barrett-Jackson Scottsdale sale were two charity vehicles: the first regular-production, customer-delivered 2020 Chevrolet Corvette, serial number 00001, for a whopping \$3 million followed by the first 2021 Lexus LC500 convertible, hammered at \$2 million.

On Wednesday, Jan. 15, **Worldwide Auctioneers** hosted its fifth sale in the Valley of the Sun at the new venue of Singh Meadows in Tempe. Partners John Kruse and Rod Egan were celebrating nearly 20 years in business. Both were



Excitement is king at Russo and Steele with founder and owner Drew Alcazar getting the audience in the proper mood to buy a car.



Phil Skinner photo

Gooding & Company played to an SRO crowd when the 1995 Ferrari F50 crossed the block and was called sold at \$2,925,000, making it the most expensive sale of Scottsdale Auction week.

very happy with their exclusive offering of just 55 vehicles. A solid 76.4% sales rate was recorded with 42 lots confirmed sold. Total sales amounted to just over \$6.1 million with the top sale going to a gorgeous 1936 Auburn 852-SC Speedster, offered at no reserve and hammered sold at \$800,000. Another highlight of Worldwide's 2020 sale was the 1956 Chrysler *Plainsman*, a one-off concept car that was called sold at \$675,000.

Bonham's presented its 10th Scottsdale Auction on Thursday, Jan. 16, again at the Westin Kierland Resort & Spa. A total of 108 vehicles were offered with a wide variety of vehicles on the docket. A total of 89 of those were declared sold for a sell-through of 82.4%. On the hammer, sales amounted to nearly \$7.74 million and with the commission added came to a \$8.5 million. These numbers were a bit different a year ago when Bonham's presented a docket of 120 vehicles, with 108 of those selling for a 90% rate, but the average per car sale dropped from around \$149,000 in 2019 to just under \$96,000 this year. The top sale for Bonham's was a stunning 1951 Ferrari 212 Inter hammered at \$1,750,000.

RM Sotheby's, which conducted its two-day sale on Thursday and Friday at the Biltmore Resort, also ran a solid auction but saw mixed numbers compared to 2019. This year a total of 143 lots were offered with 128 of those declared sold for a 90% sell-through. A year ago, RM had presented 154 vehicles with 129 of those selling for an 84% sales rate, but the dollar-per-car numbers dropped \$48,000 from an average in 2019 of \$285,000 to \$237,000 this year. Overall, RM posted sales results of \$30.3 million, which was off by more than 17% from last year's \$36.8 million sale.

RM had several highlights, including a no-reserve offering of a half dozen V-16 Cadillacs from the John Groendyke Collection, bringing in a total of \$2,312,500 on the hammer and \$2,571,500 with commissions. RM's highest sale was a 2018 Pagani Huayda roadster that hammered at \$2,150,000. Next on the list was a sharp 1967 Ferrari 330GTS Spider, called sold with a bid of \$1,550,000.

Gooding & Company rounded out the four boutique sales Friday and Saturday in Scottsdale at the Fashion Square shopping center. Attendance at Gooding's sales is always strong with many attending just to watch their entertaining auctioneer Charlie Ross of England. This year saw good



Phil Skinner photo

Worldwide Auctioneers sold the now-restored 1956 Chrysler *Plainsman* concept car for \$675,000.

numbers, with 137 vehicles offered and 122 called sold for an 89% sell-through — an increase from last year's totals of 123 lots offered with 104 sold and an 85% sell-through. However, the dollars were down considerably, with a hammer sales total of \$32.5 million raised this year, or \$35.9 million with the commission, compared to 2019's overall total of \$48.1 million. This year also saw a major drop from 2019's average price per car sold. Last year's average of \$462,000 fell to \$293,000 for 2020.

One of the many highlights of Gooding's sale this year was the sale of a 1948 Tucker, serial No. 34, for a hammer price of \$1,925,000 and a final price to \$2,085,000. High sale honors went to the 1995 Ferrari F50 coupe, called sold after a bid of \$2,925,000. With commission, the total was \$3,222,500, making it the high seller among all the auction houses for the week.

Russo and Steele celebrated its 20th annual Scottsdale sale at its original location in north Scottsdale and conducted four sessions of lively auctioneering. This year, a total of 513 vehicles were counted crossing over the auction block with 251 of those declared sold. The sell-through rate came in just under the 50% mark, which was about even with the company's 2019 showing. However, in 2019, Russo and Steele consigned 621 vehicles with 308 of those selling at \$11.8 million, while the revenues for 2020 were \$8 million, about a 32% drop.

Continuing with its night-club atmosphere, the Russo and Steele action was fast with founder Drew Alcazar on the floor with the cars and letting everyone know when a was for sale by announcing that "the reserve has been lifted!" Taking the top spot for the 2020 Scottsdale sale was a 1958 Porsche 356A Speedster called sold at \$235,000.

Finishing off the 2020 auction season in Scottsdale was a new entry to the market, **Leake Auctions**. Promoting its heritage back to 1964, when founder Jimmy C. Leake conducted his first sale in Muskogee, Okla., the husband-and-wife leaders of this company, Gary and Muffy Bennett, put their hearts and souls into this company's premiere event in the Valley of the Sun. On hand were several executives from Leake's new parent company, Richie Brothers, which deals in billions of dollars in industrial equipment, making it the largest auction company in the world.

Auction Express

The Leake auction was held at the Salt Rivers Fields at Talking Stick. The layout was top shelf with plenty of parking and a fantastic lineup of automobiles. With four days filled with some of the best vehicles offered during this week-long auction bonanza, the highlight here was the offering of more than 100 vehicles from the John Staluppi Collection, all at no reserve. Included in this mix was a full set of Chrysler 300 "Letter" cars as well as a mix of highly desirable Corvettes, a few beautiful customs and some other surprises.

When the last car crossed the block on Sunday afternoon, a total of 674 vehicles had been offered with 367 of those declared sold for a 53% sell-through rating. The total sales were tallied up at \$16.6 million, with the top seller at Leake being a 2012 Lexus LFA. The high-performance sports convertible traded hands with a bid of \$390,000. The highest price for

a vintage car went to the 1957 Chrysler 300C convertible, bearing serial number 0001, which hammered for a total of \$325,000. Several other cars from the Staluppi collection are believed to have set record prices along the way.

For the week, the overall total number of vehicles offered was actually up, with 3,687 compared to 3,295 in 2019. The 2,994 cars called sold made for a 77.4% sell-through rating. This was down from 2019, when 2,662 lots sold for a rate of 80.7%. However, 332 more car sold this year.

The dollar figure was also down slightly, with a total of \$244.1 million for 2020 compared to the \$251.2 million last year.

Many observers believe Scottsdale is a good predictor of what is to come for the rest of the year in the world of collector car auctions. If so, the next 11 months will surely be filled with ups, downs and few surprises along the way.



Phil Skinner photo

The high sale at MAG Auctions in Peoria, Ariz., was this well-restored 1968 Shelby GT-500 KR fastback, hammered sold for \$155,000.

MAG Auctions has tough sledding in debut

Roy Velander and B. Mitchell Carlson reporting

PEORIA, Ariz. — There's been quite a few changes since last year's Silver Auctions Arizona event at the P83 Peoria Sports Complex. To begin with, the sale is not billed as Silver Auctions Arizona anymore. Last year, the remaining management of Silver Auctions Arizona was absorbed into MAG Auctions, which has successfully conducted the auction during Hot August Nights in Reno, Nev., for several years and was looking to expand its footprint. Continuing at the same venue as last year, the Peoria Sports Complex in the namesake northwestern suburb of Phoenix, MAG Auctions was again the first collector car auction of the week.

The staff made an erstwhile attempt yet when all was said

and done, the results were less than stellar. While the numbers on Friday looked promising, with 71 of 158 lots selling for a 45% sell-through rate, on Saturday it just didn't come together. Sunday saw only no-sale cars from the previous two days cross the block, with only 15 selling. Overall, only about one-third of the cars (111 of 328) actually changed hands during the course of the event. One could only hope this wasn't a preview for the rest of the week.

The biggest highlight was the sale of a 1968 Shelby GT-500 KR fastback. Boasting a recent concours-quality authentic restoration, the car was sold at no reserve and hammered for \$155,000. Next on the list was another high-performance Ford, a 1969 Ford Mustang Boss 302 that was declared sold at \$60,000.



Phil Skinner photo

Hollywood actress Bette Davis was the original owner of this 1937 Packard Twelve convertible sedan with rear compartment divider window. The newest owner acquired it with a \$410,000 high bid at the Worldwide Auctioneers sale.

Our “Pick of the Sale” was a 1977 Ford F-150 Custom SuperCab pickup. With a 1978-’79 replacement grille, the otherwise stock truck well-represented the F-series from the final year before it became the best-selling pickup in the U.S. Today, they’re not anywhere near as plentiful, and this example was in good original condition. The \$8,500 was a fair price overall, and in the future the new owner may well be saying, “I’m glad I got it when it was still cheap.”

Auburn Speedster highlights Worldwide sale

Roy Velander and B. Mitchell Carlson, reporting

TEMPE, Ariz. — Worldwide Auctioneers has become a fixture at Arizona Auction Week in mid January, and this year it moved to a new venue — Singh Meadows golf club in Tempe. This new location continued to allow plenty of room for consignments and bidders, although with only 55 cars on the docket, there was room for quite a few more. Total sales were \$6.1 million.

As there were 17 fewer consignments this year, it wasn’t too surprising that the overall numbers were down from past years. A total of 55 cars were offered in 2020; 55 cars were declared sold last year. Worldwide is hardly unique along these lines, as most catalog auction houses saw fewer high-end cars this year. Sell-through rates for Worldwide were almost identical the past two years.

Leading all sales in Tempe was a 1936 Auburn 852SC Speedster hammered at \$800,000. This was \$100,000 less than last year’s top sale of a 1959 Mercedes-Benz 300SL convertible.

Another notable car on the docket was the 1937 Packard Twelve Series 1508 that movie mogul Jack Warner gave to actress Bette Davis after she won her second Academy Award. Wearing a competent older restoration, Davis’ Packard was one of several cars offered from the Chuck Morgan estate at

no reserve. After some of the most intense bidding of the evening, the black convertible found a new home for \$410,000.

Our “Pick of the Sale” was a 1962 Chevrolet Corvette. Restored in recent years and powered by the base 245-hp engine, this final-year solid-axle Corvette was a lot of car for the \$52,500 that it hammered sold for.

While Worldwide’s footprint has become smaller in recent years, it still does a stand-up job of offering high-quality collector cars. We certainly hope that next year there will be more consignments to fill the company’s new home.

Strong lineup on tap for Rupp, Fla., sale

FT. LAUDERDALE, Fla. — The Dave Rupp Collector Auction will return Feb. 14-16 to the Miami-Dade County Fair & Exposition. An impressive array of about 250 vehicles will be up for bids, with a heavy dose of big-finned 1950s cars, 1960s muscle cars and Corvettes of all eras.

Among the highlight lots: an all-original, one-owner 1948 Lincoln Continental; 1947 Lincoln Continental coupe from the Harrah Collection; 1940 LaSalle convertible; 1954 Corvette; 1939 Bantam Boulevard Delivery; 1955 Chevrolet Cameo pickup; 1959 Cadillac Fleetwood four-door hardtop; two 1966 Amphicars; 1949 Chrysler Town and Country convertible; 1950 Buick Roadmaster woodie wagon; and 1970 Oldsmobile Cutlass 4-4-2 W-30.

Bidding will run all three days from 10 a.m. to 6 p.m. Admission is \$15 for adults and \$5 for children under 12. For information, visit www.ftlauderdaleauction.com, or call 561-779-0302.

Carlisle to kick off 2020 with Lakeland sale

LAKELAND, Fla. — Carlisle Auctions will roll out an impressive lineup of more than 400 collector vehicles at its Winter AutoFest auction Feb. 21-23 at the SUN n’ FUN Expo Campus.

On the menu will be a selection of Chevrolet Corvettes; a 1961 VW Samba Bus; 2005 Ford GT; 1928 Peerless Victoria coupe; 1969 Pontiac GTO convertible; 1998 Ferrari 355 Spider; and plenty of late-1960s and early-'70s muscle cars.

Event details can be found at www.CarlisleEvents.com, or by calling 717-243-7855. Spectator tickets are just \$10 (kids 12 and under are free) and can be purchased in advance or at the door.

Loaded lineup set for GAA sale

GREENSBORO, N.C. — GAA Auctions will feature a muscle-packed lineup of more than 640 cars at its Feb. 27-29 sale. Gates open each day at 8 a.m. with bidding starting at 10 a.m. daily. Admission is \$20 per day, with children under 5 free.

A wide variety of traditional collector favorites, hot rods, resto-mods, American muscle and trucks is scheduled to cross the block. Among the highlight vehicles expected to change hands: 1957 Ford Thunderbird; 1958 Studebaker Golden Hawk; 1967 Pontiac Firebird convertible; 1969 Ca-

maro RS/SS; 1954 Ford Skyliner glassstop; 1949 Cadillac Series 62 sedan; 1964 Ford Galaxie 500 XL convertible; 1970 Chevelle SS; 1940 American Bantam; 1941 Ford Super Deluxe convertible; and 1969 Camaro Z/28.

For information, visit www.gaaclassiccars.com, or call 855-862-2257.

McCormick's gears up for sale No. 68

PALM SPRINGS, Calif. — The 68th McCormick's Palm Springs Collector Car Auction will be held Feb. 21-23 at the Palm Springs Convention Center. Bidding will start at noon Friday, and 10 a.m. Saturday and Sunday. More than 575 vehicles will be on the menu.

Featured cars include: a 1967 Corvette resto-mod; 1960 Chevrolet Parkwood station wagon; 1937 Packard 115C roadster; 1951 Mercury woodie station wagon; 1934 Ford roadster; and 1956 Jaguar XK140 MC roadster.

For information, visit www.classic-carauction.com, or call 760-320-3290.



B. Mitchell Carlson photo

Our "Pick of the Sale" at the MAG Auctions' sale was this 1977 Ford F-150 Custom SuperCab pickup fitted with a reproduction 1978-'79 grille. Powered by the optional 400-cid V-8 engine, it found a new home for \$8500.

MAG AUCTIONS PEORIA, AZ., SALE

Jan. 10-12, 2020

111 of 328 Lots Offered Were Declared Sold;
33.7% Sell-Through Rate

Buyer's fee of 8% not included

Roy Velander And B. Mitchell Carlson reporting

Cond Price

1976 AMC Hornet 4d sta wag	\$4,750	3
2001 Audi TT 2d conv	\$4,500	3
1956 Austin FX3 3d sed London taxi	\$1,400	5
2007 Bentley GT-C 2d conv	\$40,000	3
2010 BMW 328i 2d conv	\$10,000	3
2012 BMW 750i M Sport 4d sed	\$6,500	3
1979 Bradley GT 2d rds mod	\$3,400	3
1938 Chevrolet Master 2d sed street rod/NOM 350cid SBC/AT	\$2,750	4
1948 Chevrolet 3100 2d 1/2T PU mod	\$29,000	2
1948 Chevrolet 3100 2d 1/2T PU 5w/mod/NOM 350cid	\$8,500	3

1955 Chevrolet 3100 Task Force 2d 1/2T PU mod/ NOM 350 sbc	\$27,000	2
1955 Chevrolet Cameo 3124 2d 1/2T PU NOM 350cid/AT	\$30,000	3
1956 Chevrolet 210 2d sta wag mod/NOM 350 SBC	\$28,000	3
1959 Chevrolet Apache 31 21/2T PU mod/SBC V8/ AT	\$25,500	2
1965 Chevrolet C-10 Cus 2d 1/2T PU NOM 327cid V8/AT	\$17,250	3
1966 Chevrolet Chevelle Malibu 2d HT NOM 327cid/350hp/4spd	\$40,500	2
1966 Chevrolet Chevelle Malibu 2d HT resto mod	\$40,000	2
1967 Chevrolet Chevy II Nova 2d HT NOM 327cid 400hp/4spd	\$32,250	2
1967 Chevrolet Cus C-10 2d 1/2T PU swb/327cid/ AT	\$12,000	3
1967 Chevrolet El Camino 2d PU cpe 327cid/4spd	\$20,000	3
1968 Chevrolet El Camino 2d PU cpe mod	\$14,250	3

1970 Chevrolet Chevelle Malibu 2d HT 402cid/AT	\$18,000	3
1972 Chevrolet Cheyenne Sup C-10 2d 1/2T PU swb/350cid	\$40,000	2
1972 Chevrolet Cust C-10 2d 1/2T PU swb/resto mod	\$16,500	3
1972 Chevrolet El Camino 2d PU cpe replica SS/ NOM 454cid	\$19,000	2
1977 Chevrolet Camaro 2d cpe mod	\$10,000	3
1977 Chevrolet Cus Del C-10 2d 1/2T PU swb Stepside/6cyl	\$6,000	4
1978 Chevrolet Camaro Z-28 2d cpe	6,100	3
1978 Chevrolet Corvette Indy Pace Car 2d T-top cpe 49K mi	\$11,250	3
1979 Chevrolet Corvette 2d T-top cpe	\$10,500	3
1981 Chevrolet Camaro 2d T-top cpe	\$7,250	3
1985 Chevrolet Silverado C-10 2d 1/2T PU swb	\$12,750	3
1985 Chevrolet Silverado C-10 2d 1/2T PU 350cid	\$6,750	3
1987 Chevrolet Monte Carlo SS 2d cpe	\$8,000	3

1987	Chevrolet R-10 Silverado 2d 1/2T PU swb Stepside/350cid	.....	\$11,750	3
1989	Chevrolet Corvette 2d cpe	.....	\$3,400	3
1992	Chevrolet Silverado K1500 2d 1/2T PU 5.7L/100 miles	.....	\$18,500	2
1993	Chevrolet Chevy Van 305 Van Roadtech 190	.....	\$9,500	3
1993	Chevrolet Silverado C3500 4d 1T PU dually	.....	\$8,000	3
1998	Chevrolet Camaro Z-28 2d conv LS2/6spd	.....	\$3,800	3
1998	Chevrolet Corvette 2d cpe	.....	\$9,100	3
2005	Chevrolet Monte Carlo SS 2d cpe S/C	.....	\$4,400	3
2005	Chevrolet SSR 2d PU conv	.....	\$19,750	3
2014	Chevrolet Corvette 2d conv NOM S/C	.....	\$37,500	3
1971	Datsun 240Z 2d fbk hbk mod/NOM 2.8L/5- spd	.....	\$13,750	3
1980	Datsun 280Z 10th Anniv Ed 2d T-top cpe 5spd	.....	\$5,000	3
1949	Dodge B-1-A 2d panel 1/2T mod/NOM 350 sbc	.....	\$12,750	4
1968	Dodge Charger 2d HT 383cid/AT	.....	\$41,500	2
2009	Dodge Challenger SRT/8 2d cpe	.....	\$19,000	3
2017	Factory 5 1933 Ford 2d rds rep Ford 347cid V8	.....	\$36,750	2
1999	Fleetwood Am Eagle 1 Motorhome Cummins diesel	.....	\$32,000	3
1927	Ford T 2d rds street rod/2.3L 4cyl /AT	.....	\$10,000	3
1930	Ford A 2d rds PU mod	.....	\$4,100	4
1931	Ford A 2d cpe R/S	.....	\$10,750	3
1932	Ford 18 2d rds street rod hiboy/NOM SBC	.....	\$31,250	2
1940	Ford Del 4d sed	.....	\$7,250	3
1950	Ford F-1 2d 1/2T PU 6cyl	.....	\$19,000	2
1956	Ford T-Bird 2d conv mod	.....	\$29,500	3
1957	Ford Fairlane 500 2d HT 312cid/AT/AC	.....	\$10,000	3
1957	Ford Ranchero 2d PU cpe mod	.....	\$29,750	3
1959	Ford F-100 2d 1/2T PU swb/292cid V8/3spd	.....	\$7,500	3
1964	Ford Falcon 2d HT 6cyl /AT	.....	\$6,750	3
1966	Ford Mustang 2d conv	.....	\$30,000	2
1966	Ford Mustang 2d fbk mod/	.....	\$18,750	3
1968	Ford Mustang 2d HT NOM 302cid V8/AT	.....	\$11,750	3
1969	Ford Fairlane 500 2d conv 428cid/4spd	.....	\$23,750	3
1970	Ford Mustang Boss 302 2d fbk	.....	\$60,000	2
1977	Ford Cus Sup Cab F-150 2d 1/2T PU 400cid V8	.....	\$8,500	3
1978	Ford F-150 Ranger 2d 4x4 1/2T PU swb/ 302cid/4spd	.....	\$12,500	3
1994	Ford Bronco XLT 2d 4x4 SUV 5.8L V8	.....	\$9500	3
1995	Ford Bronco 2d 4x4 SUV mod	.....	\$9000	3
2000	Ford F-650 XL 4d 3T Hauler Cat Diesel/AT	.....	\$28,500	3
2003	Ford Mustang GT 2d conv 14K mi	.....	\$11,000	3
2006	Ford Mustang GT 2d fbk Saleen S281	.....	\$18,250	3
1986	GMC Sierra Classic 2d 1/2T PU swb Stepside	.....	\$10,750	3
2000	Jaguar XJ8 Vanden Plas 4d sed	.....	\$3,100	4
1964	Jeep CJ-6 Tuxedo Park 2d 4x4 SUV	.....	\$5,000	4
1978	Jeep CJ-7 Golden Eagle 2d 4x4 SUV 304cid V8	.....	\$11,000	3
2007	Jeep Wrangler Renegade Unltd 4d 4x4 SUV 6spd	.....	\$7,500	3
1958	Lincoln Premier 4d HT	.....	\$5,500	4
1960	Lincoln Cont Mk V 4d HT	.....	\$9,750	3
1990	Mercedes-Benz 500SL 2d conv salvage title	.....	\$4,750	3
1996	Mercedes-Benz 500SL 2d conv w/both tops	.....	\$3,500	3
1997	Mercedes-Benz SL320 2d conv	.....	\$2,500	4
1964	Mercury Caliente 2d conv 260cid V8	.....	\$19,200	2



The high sale at Worldwide Auctioneers' sale in Tempe, Ariz., was this well-restored 1936 Auburn 852SC Speedster that sold for \$800,000.

1966	Mercury Comet 2d sed NOM 302cid V8/AT	.....	\$15,250	3
2006	Mini Cooper S 2d conv 46K mi	.....	\$6,750	3
2010	Mini Cooper S 2d conv	.....	\$3,500	3
1950	Oldsmobile 88 4d sed mod	.....	\$4,200	3
1955	Oldsmobile 88 2d HT 3x2bbl/3spd	.....	\$21,500	3
1962	Oldsmobile 98 Holiday 2d HT	.....	\$24,500	3
1966	Oldsmobile Cutlass 2d conv not running	.....	\$4,300	5
1971	Oldsmobile Cutlass 442 2d conv resto mod	.....	\$30,500	3
1971	Oldsmobile Cutlass Supreme 2d conv	.....	\$22,250	3
1972	Oldsmobile Toronado 2d HT	.....	\$8,250	3
1934	Pierce-Arrow 840A 4d sed	.....	\$37,500	3
1933	Plymouth 2d cpe street rod/NOM 302cid Ford V8	.....	\$13,000	4
1970	Plymouth Duster 2d cpe 318cid	.....	\$15,000	3
1974	Plymouth Duster 2d cpe mod/NOM 408cid/4- spd	.....	\$35,000	2
1955	Pontiac Star Chief 2d HT	.....	\$13,000	3
1958	Pontiac Star Chief 2d HT	.....	\$22,500	3
1963	Pontiac Bonneville 2d HT	.....	\$7,500	3
1967	Pontiac GTO 2d HT 4spd	.....	\$22,750	3
1978	Pontiac Firebird T/A 2d cpe NOM 455cid	.....	\$14,250	3
1979	Pontiac Firebird T/A 2d cpe Olds 403cid	.....	\$16,000	3
1979	Pontiac Firebird T/A 2d cpe 403cid	.....	\$7,250	3
1989	Pontiac Firebird GTA 2d T-top fbk	.....	\$12,500	2
2002	Pontiac Firebird Firehawk 2d fbk hbk 6spd/ 5300 mi	.....	\$16,750	2
1968	Shelby GT-500 KR 2d conv AT	.....	\$155,000	1
2003	Volkswagen New Beetle 2d conv	.....	\$3,200	4
2007	Volkswagen New Beetle 2d conv	.....	\$4,300	4
1961	Austin-Healey 3000 2d rds	.....	\$41,000	2
1950	Buick Roadmaster 4d conv Bayliff coachwork	.....	\$50,000	3
1967	Buick GS 400 2d conv	.....	\$32,500	3
1930	Cadillac V-16 452A 4d sed Vanden Plas Landaulette	.....	\$152,500	2
1932	Cadillac V-8 355B 2d rds RS/DSM	.....	\$117,500	2
1939	Cadillac 75 2d conv	.....	\$80,000	3
1949	Cadillac 62 2d conv	.....	\$96,000	2
1955	Cadillac Eldorado 2d conv	.....	\$62,500	2
1960	Chevrolet Impala 2d conv 283cid/AT	.....	\$52,500	2
1966	Chevrolet Cus C-10 2d 1/2T PU mod	.....	\$32,000	2
1969	Chevrolet Camaro IPC 2d conv 350cid/300 Hp/AT	.....	\$47,000	2
1970	Chevrolet Chevelle SS-454 2d HT LS6/AT	.....	\$61,000	2
1962	Chevrolet Corvette 2d conv 245hp	.....	\$52,500	2
1970	Chevrolet Corvette 2d T-top cpe ZR1	.....	\$90,000	2
1935	Chrysler Airflow C1 2d bbk cpe	.....	\$120,000	2
1947	Chrysler Windsor 2d conv	.....	\$37,500	2
1956	Chrysler Plainsman 2d sta wag Ghia show Car/ NOM 440cid	.....	\$675,000	2
1965	Dodge Coronet A990 2d sed lightweight/426cid Hemi/AT/900 mi	.....	\$105,000	2
1930	Duesenberg J 4d sed J350, orig. Judkins body replaced w/Willoughby Berline body, 36K miles	.....	\$550,000	2
1931	Ford A 2d rds RS/DSM	.....	\$18,000	2
1957	Ford T-bird 2d conv w/both tops	.....	\$31,000	2
1972	Ford T-bird Landau 2d HT	.....	\$8,500	3
2019	Ford Mustang GT 2d conv Hurst prototype/SC/ AT	.....	\$75,000	2
1974	Jaguar XK-E 2d conv 26K mi	.....	\$65,000	3
2004	Mercedes-Benz SL600 2d conv 48K mi	.....	\$23,000	3
1964	Morgan "4/4" 2d rds	.....	\$22,000	3
1934	Packard Super 8 1104 4d phae DSM	.....	\$175,000	2
1937	Packard Twelve 1508 4d conv ex-Bette Davis	.....	\$410,000	2
1934	Pontiac 603 4d sed	.....	\$19,000	2
1997	Porsche 911 Turbo S 2d cpe S/R	.....	\$310,000	2
1966	Shelby GT-350H 2d fbk	.....	\$142,500	2
1999	Shelby 1 2d conv 976 mi	.....	\$145,000	2
1966	Sunbeam Tiger Mk I 2d conv	.....	\$61,000	3

WORLDWIDE AUCTIONEERS SCOTTSDALE SALE

Jan. 15, 2020

Tempe, AZ

37 of 55 cars declared sold, Sell-through rate:

67.27%

10% buyer's fee not included in figures below

Roy Velander and B. Mitchell Carlson reporting

PriceCond

1934 Auburn 850Y 4d phae DSM

\$92,500

2

1936 Auburn 852 SC 2d Speedster

\$800,000

2

old cars Calendar

Attention Car Show Enthusiasts: We sometimes receive show information that is in error or changes at a later date. To avoid problems, call ahead to verify times and dates of events listed. To get your event listed in the Old Cars Calender, email us at oldcars@aimmedia.com

SHOWS

ARIZONA

Feb 29 AZ, Deer Valley. Cruise into Gateway Classic Cars . Gateway Classic Cars -23305 North 23rd Ave. 9am-noon. www.gatewayclassiccars.com

Mar 28 AZ, Deer Valley. Cruise into Gateway Classic Cars . Gateway Classic Cars -23305 North 23rd Ave. 9am-noon. www.gatewayclassiccars.com

Apr 4 AZ, Tucson. Automotive Swap Meet. Tucson Speedway, 11955 S. Harrison Rd. 6am-2pm. PH: 520-282-3494 or email ken.burk@ymail.com.

Apr 5 AZ, Glendale.JUST SELL IT Automotive Swapmeet, Glendale Community College, 59th Ave & Olive, North Parking Lot. 5 am-noon, \$40. Per space, trailers extra, 602-828-4865.

Apr 25 AZ, Tucson. 46th Annual Tucson Street Rod Association 'Rodders Day' Car Show. Pima Community College Downtown Campus, 1255 N. Stone Ave. 9AM-3PM. Pre 1987 vehicles. PH: 520-282-3494 or email ken.burk@ymail.com.

Apr 25 AZ, Deer Valley. Cruise into Gateway Classic Cars . Gateway Classic Cars -23305 North 23rd Ave. 9am-noon. www.gatewayclassiccars.com

May 3 AZ, Glendale.JUST SELL IT Automotive Swapmeet, Glendale Community College, 59th Ave & Olive, North Parking Lot. 5 am-noon, \$40. Per space, trailers extra, 602-828-4865.

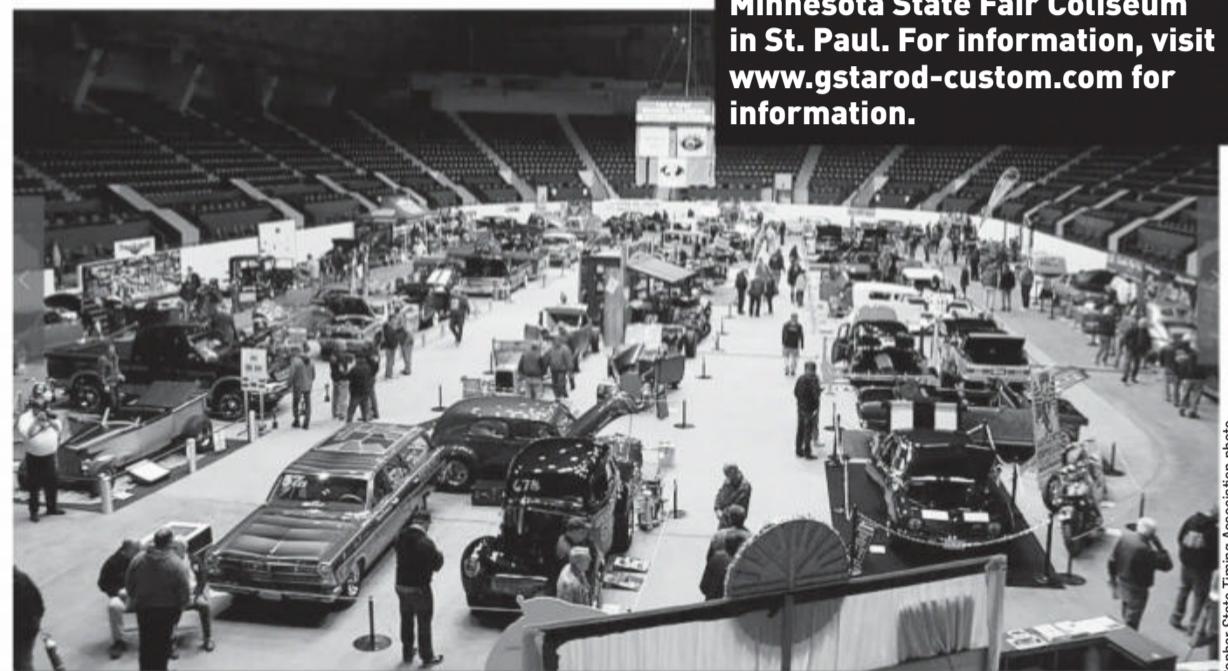
May 30 AZ, Deer Valley. Cruise into Gateway Classic Cars . Gateway Classic Cars -23305 North 23rd Ave. 9am-noon. www.gatewayclassiccars.com

Jun 7 AZ, Glendale.JUST SELL IT Automotive Swapmeet, Glendale Community College, 59th Ave & Olive, North Parking Lot. 5 am-noon, \$40. Per space, trailers extra, 602-828-4865.

Jun 27 AZ, Deer Valley. Cruise into Gateway Classic Cars . Gateway Classic Cars -23305 North 23rd Ave. 9am-noon. www.gatewayclassiccars.com

ARKANSAS

Jun 17-20 AR, Morrilton. 62nd Annual



Gopher State Timing Association photo

The 64th Annual GSTA Rod & Custom Spectacular Car Show will be held Apr 4-5 at the Minnesota State Fair Coliseum in St. Paul. For information, visit www.gstarod-custom.com for information.

Petit Jean Show 2020. 2 car shows on Saturday the 20th. 1 for unrestored and restored original cars, trucks, and motorcycles. 1 show for everything else including rat rods. Open daily from 8am-7pm, 501-727-5427, www.museumofautos.com, www.motaa.com.

CALIFORNIA

Mar 29 CA, Northridge. The Los Angeles Chapter of the Studebaker Club 35th Annual Classic Studebaker Car Show. 8876 Corbin Ave. 9am-3pm. www.studebakerla.com

Apr 24-26 CA, Palm Springs. 2020 Malaise Daze Car Show.Palm Springs Cultural Center – 2100 E. Tahquitz Canyon Way. Bryan Davis at 559-347-8153 or Chuck Sherman csherman. ury@gmail.com

Apr 24-26 CA, Chino Hills. The Friends of Steve McQueen The Steve McQueen Rally. Boys Republic Campus. www.steveMcQueenrally.com

May 1-2 CA, Clovis. Oldsmobile Club Southwest Zone Meet and Show. Jeff 408-370-9142, www.norcalolds.com

May 3 CA, Chatsworth. 38th Annual Classic Chevys Show of Southern California. Rancho San Antonio Boys Town – 21000 Plummer Street. 7am-3pm. Registration prior to April 19 \$30, after \$35. Ben 818-635-4142, www.eventbrite.com, www.classicchevyssocal.com

May 3 CA, Woodland Hills. 5800 Topanga Canyon Blvd. Mustang Owners Club of California (MOCC) Mustangs & Ford Car Show. Warner Center Park. 9am-3pm. Register before April 21st, after \$40. Pony Corral \$10. Debbie Anderson-Car Show Chairwoman, 661-295-5255, moccshowinfo@att.net, www.mustangownersofca.org

May 16 CA, Modesto. First Annual Modesto Cops & Rodders Car Show. 10th & H Streets. 9am-3pm. Pre-register by April 1 \$30, after \$35. Art Silva 209-581-1926, modestomisfits@gmail.com

May 17 CA, Petaluma. 47th Annual Petaluma Swap Meet. Petaluma Fairgrounds – Hwy. 1010 & Washington Street. Gates open at 5am. Vendors \$30/spot, Dave Peterson 707-527-9183, 1davepete@comcast.net

Jun 6-7 CA, Chino Hills. The Friends of Steve McQueen The Great Escape Dinner and Car/Motorcycle Show. Boys Republic Campus. Dinner Sat.show Sun. June 7. 909-628-1217, [info@stevemcqueencarshow.com](mailto:stevemcqueencarshow.com), www.steveMcQueenCarShow.com

COLORADO

Feb 29 CO, Englewood. Cruise into Gateway Classic Cars. Gateway Classic Cars – 14150 Grasslands Dr. Suite A. 9am-noon. www.gatewayclassiccars.com

Mar 28 CO, Englewood. Cruise into

Gateway Classic Cars. Gateway Classic Cars – 14150 Grasslands Dr. Suite A. 9am-noon. www.gatewayclassiccars.com

Apr 25 CO, Englewood. Cruise into Gateway Classic Cars. Gateway Classic Cars – 14150 Grasslands Dr. Suite A. 9am-noon. www.gatewayclassiccars.com

May 30 CO, Englewood. Cruise into Gateway Classic Cars. Gateway Classic Cars – 14150 Grasslands Dr. Suite A. 9am-noon. www.gatewayclassiccars.com

FLORIDA

Feb 7-8 FL, Melbourne. MoPar Super Swap XXI/Car Show. MoPar only swap meet on Friday, Swap and show on Saturday. Swap spaces \$25 before Jan. 31st, after \$30, Registration \$10, Car Corral \$20. Penny Anderson 321-727-1039, PAnder2211@aol.com, Pete Stasio at 321-480-9265, petesdream3@aol.com, www.MoparsOfBrevard.com

Feb 7-9 FL, Bushnell. 27th Winter Extravaganza. Sumter County Fairgrounds – 7620 SR 471. 727-848-7171, 727-846-8922, www.floridaswapmeets.com

Feb 13-16 FL, Zephyrhills. Zephyrhills Auto Events Winter Car Swap, Auction, Car Show, Car Corral. Festival Park – 2738 Gall Blvd. 813-312-4009, 727-846-8922, chill.swaps@gmail.com

Feb 21-23 FL, Lakeland. Carlisle Events Winter AutoFest. Sun 'n' FUN Campus. www.carlisleepvents.com

Feb 22 FL, Immokalee. 1st Annual Rockabillaque Florida: Classic Car & Vintage Motorcycle Show + Music Festival. Seminole Casino – 506 S 1st St. 11am-5pm. Registration \$15. www.rockabillaqueflorida.com/register, Simon Cantlon at rockabillaque@gmail.com

Feb 27-Mar 1 FL, Bradenton. 26th Annual Nitto Tire Spring Break Shootout.

ZEPHYRHILLS AUTO EVENTS

Feb. 13-16, 2020

Auto Swap Auction, Corral, Car Show
Zephyrhills Festival Park
Zephyrhills, FL

813-312-4009

zephyrhillsautoevents.com

Bradenton Motorsports Park.

Feb 29 FL, Coral Springs. Cruise into Gateway Classic Cars . Gateway Classic Cars – 4020 NW 126 Ave. Suite 108. 9am-noon. www.gatewayclassiccars.com

Feb 29 FL, Lake Mary. Cruise into Gateway Classic Cars . Gateway Classic Cars – 635 Century Point, Suite 101. 9am-noon. www.gatewayclassiccars.com

Feb 29 FL, Ruskin. Cruise into Gateway Classic Cars . Gateway Classic Cars -351 30th Street NE. 9am-noon. www.gatewayclassiccars.com

Feb 29 FL, Melbourne. Cape Canaveral Region AACA Annual Celebration of Cars Antique to Modern Auto Show. American Muscle Car Museum – 3500 Sarno Road. 10am – 3pm. Registration opens at 8:30am. CelebrationOfCars@AntiqueAutoClubCC.com, Linn (321) 427-4615.

Feb 29-Mar 1 FL, West Palm Beach. Palm Beach Car Swap Meet & Car Show. South Florida Fairgrounds – 9067 Southern Blvd. Vend Space \$10, Car Corral \$10, Car Show Registration \$10. SouthFlCarSwapMeets.com

Mar 5 FL, Amelia Island. 25th Annual Amelia Island Concours d'Elegance. 904-636-0027, www.ameliaconcours.org/

Mar 7 FL, Palatka. 2020 Florida Azelea Festival AACA 21st Annual Open Class Car Show. Palatka Riverfront Park – US 17 & St. Johns Drive. 8am-3pm. Register by March 4 \$20, after \$25/ Bob Cox 904-284-5303, rpmoneybag@yahoo.com, Holly Abbott 386-451-7263, Tom Muff 904-779-0092, www.flazaleafest.com

Mar 21 FL, Vero Beach. 43rd Annual Antique Automobile Show. Riverside Park. 10am-4pm. Pre-registration \$20, day of show \$25. Fred Kiesel 772-770-6339, <http://local.aaca.org/indianriver>

Mar 28 FL, Naples. 34th Annual AACA Showing. Naple's Historic ACL Railroad Depot. Gary Doner 239-860-2726, gdoner4822@comcast.net (re: Depot Show)

Mar 28 FL, Ruskin. Cruise into Gateway Classic Cars . Gateway Classic Cars -351 30th Street NE. 9am-noon. www.gatewayclassiccars.com

Mar 28 FL, Coral Springs. Cruise into Gateway Classic Cars . Gateway Classic Cars – 4020 NW 126 Ave. Suite 108. 9am-noon. www.gatewayclassiccars.com

Mar 28 FL, Lake Mary. Cruise into Gate-

way Classic Cars . Gateway Classic Cars – 635 Century Point, Suite 101. 9am-noon. www.gatewayclassiccars.com

Apr 19 FL, Sarasota. The 51st Annual Devereaux-Kaiser Car show, hosted by the Sarasota Firefighters Benevolent Fund. Sarasota County Fairgrounds – 3000 Ringling Blvd. 10am-3pm. Dana Anderson, 941-650-4727, scfd471@verizon.net

Apr 25 FL, Coral Springs. Cruise into Gateway Classic Cars . Gateway Classic Cars – 4020 NW 126 Ave. Suite 108. 9am-noon. www.gatewayclassiccars.com

Apr 25 FL, Lake Mary. Cruise into Gateway Classic Cars . Gateway Classic Cars – 635 Century Point, Suite 101. 9am-noon. www.gatewayclassiccars.com

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Jun 27 FL, Lake Mary. Cruise into Gateway Classic Cars . Gateway Classic Cars – 635 Century Point, Suite 101. 9am-noon. www.gatewayclassiccars.com

Jun 27 FL, Ruskin. Cruise into Gateway Classic Cars . Gateway Classic Cars -351 30th Street NE. 9am-noon. www.gatewayclassiccars.com

GEORGIA

Feb 15 GA, Loganville. GA Street Rod Business Meeting. Sparky's Machines – 1209 Nathan Blvd. Dan Wooley 770-841-4375, vicepresident@gsra.com

Feb 29 GA, Alpharetta. Cruise into Gateway Classic Cars . Gateway Classic Cars – 1870 McFarland Drive. 9am-

Calendar

noon. www.gatewayclassiccars.com

Mar 21 GA, Braselton. NE Georgia Mustang Club's 17th Annual Spring Regional Pony Roundup Car Show. Year One – 1001 Cherry Drive. 10am-3pm. Register by noon. Registration \$25.

Mar 28 GA, Marietta. GSRA Spring Fever Show N' Swap. Jim R. Miller Park & Event Center – 2245 Callaway Road, SW. Swap spaces & Info Mickey White 956-371-937, secretary@gsra.com

Mar 28 GA, Alpharetta. Cruise into Gateway Classic Cars . Gateway Classic Cars – 1870 McFarland Drive. 9am-noon. www.gatewayclassiccars.com

Apr 2-5 GA, Commerce. 12th Annual NMRA/NMCA All-Star Nationals. Atlanta Drag Way.

Apr 4 GA, Macon. 24th Annual Cherry Blossom Mustang & All Ford Show. Trooper's Collision Center – 217 Emery Highway. 8am-4:30pm. Pre-register by March 27 \$20, after \$25. Registration forms at www.Flagcitymustangclub.com, Chuck Heath 478-365-1305, ponycorral@cox.net.

Apr 25 GA, Alpharetta. Cruise into Gateway Classic Cars . Gateway Classic Cars – 1870 McFarland Drive. 9am-noon. www.gatewayclassiccars.com

Apr 25 GA, Hampton. 2020 Summit Racing Equipment Atlanta Motorama. GSRA parking area. Atlanta Motor Speedway – 1500 Tara Place. 9am-4pm. www.atlantamotorspeedway.com/documents/2020_sream_participant-form_v5.pdf

May 9 GA, Lilburn. GSRA Annual Safety Inspection Day & National Street Rod Association Appreciation Day. Metal Union – 5395 Webb Pkwy, NW. Open at 10am. Dan Wooley 770-841-4375, vicepresident@gsra.com

May 30 GA, McDonough. Georgia Street Rod Association & Summit Racing Equipment Benefit Car Show for Honor Flight – Summit Racing, 20 King Mill Rd. (I-75 at exit 216), 10am-3pm, Dan Wooley 770-841-4375, vicepresident@gsra.com

May 30 GA, Alpharetta. Cruise into Gateway Classic Cars . Gateway Classic Cars – 1870 McFarland Drive. 9am-noon. www.gatewayclassiccars.com

Jun 27 GA, Alpharetta. Cruise into Gateway Classic Cars . Gateway Classic Cars – 1870 McFarland Drive. 9am-noon. www.gatewayclassiccars.com

ILLINOIS

Feb 8-17 IL, Chicago. 2020 Chicago Auto Show. McCormick Place Complex.

www.chicagoautoshow.com.

Feb 16 IL, St Charles. The 29th Annual Buick-Olds-Pontiac-Cadillac Swap Meet and Car Corral. Kane County Fairgrounds Events Center (Indoors) – 525 S Randall Rd. Hosted by the Chicagoland Buick, Pontiac and Olds Clubs, Bob at 630-865-4349, bopcswap@gmail.com, www.bopcswap.com

Feb 23 IL, Wheaton. 75th Illinois Plastic Kit & Toy Show. DuPage County Fairgrounds – 2015 W. Manchester Rd. 9am-2pm. 630-969-1847

Feb 29 IL, O'Fallon. Cruise into Gateway Classic Cars . Gateway Classic Cars – 1237 Central Park Drive. 9am-noon. www.gatewayclassiccars.com

Feb 29 IL, Crete. Cruise into Gateway Classic Cars . Gateway Classic Cars – 1329 Commerce Drive. 9am-noon. Bring your collectible car or daily driver. Free Admission. This is a family and pet friendly event! www.gatewayclassiccars.com

Mar 15 IL, Countryside. The Countryside Collector's Classic Toy Show, Local 150 Union Hall, Countryside, 6200 Joliet Rd, 10am-2pm. 7:30am \$20). Unique Events Shows. 262-366-1314, unievents1@aol.com www.uniqueeventsshow.com

Mar 28 IL, O'Fallon. Cruise into Gateway Classic Cars . Gateway Classic Cars – 1237 Central Park Drive. 9am-noon. www.gatewayclassiccars.com

Mar 28 IL, Crete. Cruise into Gateway Classic Cars . Gateway Classic Cars – 1329 Commerce Drive. 9am-noon. www.gatewayclassiccars.com

Apr 25 IL, O'Fallon. Cruise into Gateway Classic Cars . Gateway Classic Cars – 1237 Central Park Drive. 9am-noon. www.gatewayclassiccars.com

Apr 25 IL, Crete. Cruise into Gateway Classic Cars . Gateway Classic Cars – 1329 Commerce Drive. 9am-noon. www.gatewayclassiccars.com

May 14-16 IL, Madison. 2nd Annual NMRA gateway Rumble. World Wide Technology Raceway @ Gateway

May 30 IL, O'Fallon. Cruise into Gateway Classic Cars . Gateway Classic Cars – 1237 Central Park Drive. 9am-noon. www.gatewayclassiccars.com

May 30 IL, Crete. Cruise into Gateway Classic Cars . Gateway Classic Cars – 1329 Commerce Drive. 9am-noon. www.gatewayclassiccars.com

Jun 27 IL, O'Fallon. Cruise into Gateway Classic Cars . Gateway Classic Cars – 1237 Central Park Drive. 9am-noon.

www.gatewayclassiccars.com

Jun 27 IL, Crete. Cruise into Gateway Classic Cars . Gateway Classic Cars – 1329 Commerce Drive. 9am-noon. www.gatewayclassiccars.com

INDIANA

Feb 29 IN, Indianapolis. Cruise into Gateway Classic Cars . Gateway Classic Cars – 4400 West 96th Street. 9am-noon. www.gatewayclassiccars.com

Mar 28 IN, Indianapolis. Cruise into Gateway Classic Cars . Gateway Classic Cars – 4400 West 96th Street. 9am-noon. www.gatewayclassiccars.com

Mar 28 IN, Memphis. Cruise into Gateway Classic Cars . Gateway Classic Cars – 13576 Blue Lick Road. 9am-noon. www.gatewayclassiccars.com

Mar 29 IN, Indianapolis. Freeman's Super Sunday Swap Meet. Indiana State Fairgrounds – West Pavilion Building. 8am-3pm. 317-296-0336, www.freemanssupersunday.com, freemans-supersunday@gmail.com

Apr 25 IN, Indianapolis. Cruise into Gateway Classic Cars . Gateway Classic Cars – 4400 West 96th Street. 9am-noon. www.gatewayclassiccars.com

Apr 25 IN, Memphis. Cruise into Gateway Classic Cars . Gateway Classic Cars – 13576 Blue Lick Road. 9am-noon. www.gatewayclassiccars.com

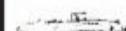
May 15-16 IN, Franklin. Hoosier Vintage Wheels Swap Meet and Car Show. Johnson Co. Fairgrounds 250 Fairgrounds St. Friday & Saturday 7am-4pm. 317-501-5266 hooservintage-show@att.net, hooservintagewheels.com

May 30 IN, Indianapolis. Cruise into Gateway Classic Cars . Gateway Classic Cars – 4400 West 96th Street. 9am-noon. www.gatewayclassiccars.com

May 30 IN, Memphis. Cruise into Gateway Classic Cars . Gateway Classic Cars – 13576 Blue Lick Road. 9am-

29th Annual

Buick, Olds, Pontiac, Cadillac Swap Meet and Car Corral

  Sunday, Feb. 16

8 AM to 2 PM

Kane County Fairgrounds
525 S. Randall Rd., St. Charles, IL

\$6 public admission • \$40 Vendor Spots
Vendor setup Feb. 15 & Feb. 16
Large, Heated Building.
Outdoor Spots too - \$25.
Contact (before 9 pm CST)
Bob 630-865-4349
Email: bopcswap@gmail.com
Website: www.bopcswap.com

noon. www.gatewayclassiccars.com

Jun 14 IN, Noblesville. Central Indiana Vintage Vehicles 30th Annual Father's Day Car Show. Forest Park. 9am-2:30pm., register by June 7 \$7, after \$10. www.civv.club

Jun 27 IN, Indianapolis. Cruise into Gateway Classic Cars . Gateway Classic Cars - 4400 West 96th Street. 9am-noon. www.gatewayclassiccars.com

Jun 27 IN, Memphis. Cruise into Gateway Classic Cars . Gateway Classic Cars - 13576 Blue Lick Road. 9am-noon. www.gatewayclassiccars.com

IOWA

Feb 22-23 IA, Monticello. 51st Annual O'Reilly Auto Parts Rod & Custom Car Show. Monticello Berndes Center - 766 North Maple Street. Sat. 11am-10pm, Sun. 8am-7pm Galen Muller 319-465-5119, www.rodandcustomcarshow.com

May 3 IA, Moticello. 36th Annual Spring Auto Parts Swap Meet & Cars For Sale Corral. Fairgrounds parking lot - 700 North Maple Street. 7:30am-1pm. Swap spaces before April 17 \$10, after \$15, Corral Space before April 17 \$10, after \$15. Galen Muller 319-465-5119, www.autopartsswapmeet.net

KANSAS

Feb 29 KS, Olathe. Cruise into Gateway Classic Cars . Gateway Classic Cars - 1202 S. Lone Road. 9am-noon. Bring your collectible car or daily driver. Free Admission. This is a family and pet friendly event! www.gatewayclassiccars.com

Mar 28 KS, Olathe. Cruise into Gateway Classic Cars . Gateway Classic Cars - 1202 S. Lone Road. 9am-noon. Bring your collectible car or daily driver. Free Admission. This is a family and pet friendly event! www.gatewayclassiccars.com

Apr 25 KS, Olathe. Cruise into Gateway Classic Cars . Gateway Classic Cars - 1202 S. Lone Road. 9am-noon. Bring your collectible car or daily driver. Free Admission. This is a family and pet friendly event! www.gatewayclassiccars.com

May 30 KS, Olathe. Cruise into Gateway Classic Cars . Gateway Classic Cars - 1202 S. Lone Road. 9am-noon. www.gatewayclassiccars.com

Jun 27 KS, Olathe. Cruise into Gateway Classic Cars . Gateway Classic Cars - 1202 S. Lone Road. 9am-noon. www.gatewayclassiccars.com

KENTUCKY

Feb 29-Mar 1 KY, Louisville. KYANA

Giant Indoor Swap Meet. Kentucky Exposition Center. Sat. 8am-6pm, Sun. 8am-4pm. Maureen Vannatta 502-619-2917, kyanaswapmeet@gmail.com, Chester Robertson 502-619-2916, www.kyanaswapmeet.com

MARYLAND

Mar 14 MD, West friendship. Annual Collector Car Swap Meet. Howard County Fairgrounds - 2210 Fairgrounds Road. 7am-3pm. www.chesapeakeaaca.org

Mar 27-28 MD, Westminster. Sugarloaf Mountain Region AACA Indoor/Outdoor Collector Auto, Truck & Motorcycle Parts and Swap Meet. Carroll County Agriculture Center - 706 Agriculture Center Drive. Doors open at 8am. Early Bird pricing before Feb 25 - Indoor space \$45, Outdoor space \$60, Car Corral Space \$45. Jack Gallagher 301-674-5431

MASSACHUSETTS

Mar 1 MA, Norfolk. Marcom Annual Flea Market. Holmes transportation - 22 Myrtle Street. Dean Wicker 08-285-3211, zwhizzerman@aol.com

MICHIGAN

Feb 29 MI, Dearborn. Cruise into Gateway Classic Cars . Gateway Classic Cars - 15000 Commerce Drive. 9am-noon. www.gatewayclassiccars.com

Mar 28 MI, Dearborn. Cruise into Gateway Classic Cars . Gateway Classic Cars - 15000 Commerce Drive. 9am-noon. www.gatewayclassiccars.com

Apr 25 MI, Dearborn. Cruise into Gateway Classic Cars . Gateway Classic Cars - 15000 Commerce Drive. 9am-noon. www.gatewayclassiccars.com

May 2-3 MI, Fowlerville. 46th Annual Great Lakes Region Swap Meet. Fowlerville Fairgrounds - 8800 W. Grand River Ave. 8am-5pm. Vend space \$25 in advance/\$30 at gate, Car Corral \$10. Gary 248-684-8955. vmccabrightonmi@gmail.com

May 16 MI, Kalamazoo. Kalamazoo Antique Toy and Collectible Show, Midwest's Largest Indoor Toy Show, Kalamazoo Fairgrounds, 2900 Lake St, 9am-2pm. Friday, 4-8 pm, \$30. Unique Events Shows. 262-366-1314, unievents1@aol.com, www.uniqueeventsshow.com

May 30 MI, Dearborn. Cruise into Gateway Classic Cars . Gateway Classic Cars - 15000 Commerce Drive. 9am-noon. www.gatewayclassiccars.com

Jun 1 MI, Barryton. Barryton Lilac Festival Bike & Car Show. Main Street. 10am-4pm. Kathryn Kerr

989-289-2556, www.facebook.com/events/366209940818457/

Jun 27 MI, Dearborn. Cruise into Gateway Classic Cars . Gateway Classic Cars - 15000 Commerce Drive. 9am-noon. www.gatewayclassiccars.com

MINNESOTA

Feb 9 MN, Anoka. The Winter Indoor Swap Meet is Back, hosted by GSTA at the Anoka Armory, 408 E Main St. 8am-1pm. Brian 612-720-5611, speedysmotorsports@comcast.net, gstarod-custom.com

Apr 4-5 MN, Mpls/St. Paul. 64th Annual GSTA Rod & Custom Spectacular Car Show. Minnesota State Fair Coliseum. www.gstarod-custom.com

NEVADA

Mar 28 NV, Las Vegas. Cruise into Gateway Classic Cars. Gateway Classic Cars - 6580 Lindell Road. 9am-noon. www.gatewayclassiccars.com

Apr 25 NV, Las Vegas. Cruise into Gateway Classic Cars . Gateway Classic Cars - 6580 Lindell Road. 9am-noon. www.gatewayclassiccars.com

May 30 NV, Las Vegas. Cruise into Gateway Classic Cars . Gateway Classic Cars - 6580 Lindell Road. 9am-noon. www.gatewayclassiccars.com

May 31-Jun 2 NV, Reno. World's Largest Vintage Truck Show. Grand Sierra Resort. 816-891-9900, www.aths.org

Jun 27 NV, Las Vegas. Cruise into Gateway Classic Cars. Gateway Classic Cars - 6580 Lindell Road. 9am-noon. www.gatewayclassiccars.com

NEW JERSEY

Feb 29 NJ, West Deptford. Cruise into Gateway Classic Cars. Gateway Classic Cars - 1228 Forest Parkway, Suite 200. 9am-noon. www.gatewayclassiccars.com

Mar 28 NJ, West Deptford. Cruise into Gateway Classic Cars . Gateway Classic Cars - 1228 Forest Parkway, Suite 200. 9am-noon. www.gatewayclassiccars.com

Mar 29 NJ, Pompton Lakes. 22nd Annual Metro Petro Show featuring Automobilia/Petroliana. Pompton Lakes Elks. 201-493-7172. www.Metropetro.weebly.com

Apr 25 NJ, West Deptford. Cruise into Gateway Classic Cars . Gateway Classic Cars - 1228 Forest Parkway, Suite 200. 9am-noon. www.gatewayclassiccars.com

May 30 NJ, West Deptford. Cruise into Gateway Classic Cars . Gateway Classic

Calendar

Cars – 1228 Forest Parkway, Suite 200. 9am-noon. www.gatewayclassiccars.com

Jun 13 NJ, Upper Freehold. AACA Mid-Jersey region Pre-War Display. Historic Walnford – 62 Walnford Road. 10am-3pm. Pre-WWII vehicles (plus carry-over body styles until 1948). MidJersey-RegionAACA@gmail.com

Jun 27 NJ, West Deptford. Cruise into Gateway Classic Cars . Gateway Classic Cars – 1228 Forest Parkway, Suite 200. 9am-noon. www.gatewayclassiccars.com

NEW MEXICO

Mar 27-28 NM, Artesia, 23rd Annual Artesia Car Enthusiasts Main Event Car Show and Cruise. Cruise on Friday, 6-10pm, Car Show Saturday 9am-3pm, Heritage Plaza in downtown Artesia. 575-746-9477.

NEW YORK

Feb 9 NY, Southold. Peconic Bay Region AACA 21st Annual Automobile Swap Meet & Flea Market. South old Town Recreation Center – 970 Peconic Lane. 8am-2pm. Vend tables \$30. Bob Barauskas 631-495-8619

Apr 5 NY, Rochester. 43rd Annual Indoor Automotive Flea Market. Total Sports Experience – 880 Elmgrove Rd., 9am-2:30pm. Frank 585-637-8863

May 23-24 NY, Norwich. 55th Annual Antique Auto Show & Flea Market. Chenango County Fairgrounds, 168 East Main St. 8am-5pm. Rolling Antiquer's Old Car Club, Norwich AACA. Pre-Show registration due May 1, 2020. Muscle Cars (2011 & Older): Dan 607-226-4919. Antique & Classic Cars (1995 & Older): Maurice 607-829-6268. www.raocc.org.

NORTH CAROLINA

Apr 2-5 NC, Charlotte. Hornets Nest Region AACA Charlotte AutoFair – Charlotte Motor Speedway. (AACA Southeastern Spring Nationals April 4th), 704-841-1990, www.charlotte-AutoFair.com

OHIO

Feb 22 OH, Columbus. 25th Annual Winter Classic MoPar Expo. Swap Meet and Car Corral for Chrysler, Plymouth, Dodge and all related vehicles, Ohio Expo Center & State Fair, Lausche Building – 717 E. 17th Ave. 9am-4pm, swap space \$45 each, car corral. 614-268-1181, www.ChryslerPowerClassic.com.

Mar 28 OH, Jefferson. Western Reserve Chapter, AACA Swap Meet. Ashtabula

County Fairgrounds – 3518 Austinburg Road. Vend space \$15, David Payne 440-997-7751

May 1-3 OH, Canfield. Dave & Ed's Super Auto events Swap Meet & car Corral. Canfield Fairgrounds – 7265 Columbina Canfield Road. 330-477-8506

May 16-17 OH, Columbus, OH, The Chrysler Power Classic, Car Show, Swap Meet, Drag Race and Car Corral for all Chrysler, Plymouth, Dodge and related vehicles. National Trail Raceway, Hebron. 614-268-1181, www.ChryslerPowerClassic.com.

OKLAHOMA

Mar 19-21 OK, Norman. 2020 Norman All Transportation Swap Meet. Cleveland County Fairgrounds – 615 E. Robinson. 9am-6pm. 405-651-7927, www.normanswapmeet.com, NormanSwapMeet@aol.com

Mar 20-21 OK, Chickasha. 30th Annual National 1895-1945 Chickasha Pre-War Swap Meet. Mike or Susie Ersland 405-224-9090, www.pwsm.com

May 6-9 OK, Chickasha. Chickasha Swap Meet. 712 East Choctaw Ave. 404-224-6552, chickashaauto@sbc-global.net, www.chickashaautoswapmeet.com

PENNSYLVANIA

Apr 22-26 PA, Carlisle. Spring Carlisle. Carlisle Fairgrounds. 717-243-7855, www.carlisleevents.com

May 15-17 PA, Carlisle. Import & Performance Nationals. Carlisle Fairgrounds. 717-243-7855, www.carlisleevents.com

Jun 5-7 PA, Carlisle. Ford Nationals Presented by Meguiar's. Carlisle Fairgrounds. 717-243-7855, www.carlisleevents.com

Jun 25-27 PA, Reading. 20th Annual NMRA Ford Motorsport Nationals. Maple Grove Raceway

Jun 26-27 PA, Carlisle. Chevrolet Nationals. Carlisle Fairgrounds. 717-243-7855, www.carlisleevents.com

TENNESSEE

Feb 29 TN, La Vergne. Cruise into Gateway Classic Cars . Gateway Classic Cars – 320 Tech Park Drive, Suite 600. 9am-noon. www.gatewayclassiccars.com

Mar 28 TN, La Vergne. Cruise into Gateway Classic Cars . Gateway Classic Cars – 320 Tech Park Drive, Suite 600. 9am-noon. www.gatewayclassiccars.com

Apr 25 TN, La Vergne. Cruise into Gateway Classic Cars . Gateway Classic

Cars – 320 Tech Park Drive, Suite 600. 9am-noon. www.gatewayclassiccars.com

May 30 TN, La Vergne. Cruise into Gateway Classic Cars . Gateway Classic Cars – 320 Tech Park Drive, Suite 600. 9am-noon. www.gatewayclassiccars.com

Jun 18-20 TN, Pigeon Forge. National Association of Li'l Red Express Trucks Owners 2nd Li'l red Express Show. Hampton Inn Pigeon Forge – 2497 Teaster Lane. Bob Aucoin, bdbk@hotmail.com, 850-866-9447

Jun 27 TN, La Vergne. Cruise into Gateway Classic Cars. Gateway Classic Cars – 320 Tech Park Drive, Suite 600. 9am-noon. www.gatewayclassiccars.com

TEXAS

Feb 29 TX, Grapevine. Cruise into Gateway Classic Cars. Gateway Classic Cars – 1250 Mustang Drive. 9am-noon. www.gatewayclassiccars.com

Feb 29 TX, Houston. Cruise into Gateway Classic Cars. Gateway Classic Cars – 1910 Cypress Station Drive. 9am-noon. www.gatewayclassiccars.com

Mar 28 TX, Grapevine. Cruise into Gateway Classic Cars . Gateway Classic Cars – 1250 Mustang Drive. 9am-noon. www.gatewayclassiccars.com

Mar 28 TX, Houston. Cruise into Gateway Classic Cars . Gateway Classic Cars – 1910 Cypress Station Drive. 9am-noon. www.gatewayclassiccars.com

Apr 2-4 TX, Greenville. Greenville Swap Meet. Car Show & Corral Spaces \$30/\$35 before march 15, \$35/\$40 after. 903-454-8575, reg.gvlswpmt@yahoo.com, www.greenvilleswapmeet.com

Apr 25 TX, Grapevine. Cruise into Gateway Classic Cars . Gateway Classic Cars – 1250 Mustang Drive. 9am-noon. www.gatewayclassiccars.com

Apr 25 TX, Houston. Cruise into Gateway

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March 20-21, 2020
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www.pwsm.com

Classic Cars . Gateway Classic Cars – 1910 Cypress Station Drive. 9am-noon. www.gatewayclassiccars.com

May 2 TX, Nacona. Vicari 8th Annual Cruisin' Nocona Auction. Downtown. Fri. 10am Cruise. Fri gates open at 11am, Sat. 8:30am. 504-264-2277, www.vicariauction.com

May 30 TX, Grapevine. Cruise into Gateway Classic Cars . Gateway Classic Cars – 1250 Mustang Drive. 9am-noon. www.gatewayclassiccars.com

May 30 TX, Houston. Cruise into Gateway Classic Cars. Gateway Classic Cars – 1910 Cypress Station Drive. 9am-noon. www.gatewayclassiccars.com

Jun 27 TX, Grapevine. Cruise into Gateway Classic Cars. Gateway Classic Cars – 1250 Mustang Drive. 9am-noon. www.gatewayclassiccars.com

Jun 27 TX, Houston. Cruise into Gateway Classic Cars. Gateway Classic Cars – 1910 Cypress Station Drive. 9am-noon. www.gatewayclassiccars.com

VIRGINIA

Feb 27 – Mar 1 VA, Williamsburg. Pierce Arrow Society 2020 Winter Weekend. & Board Meeting. John Wozney 703-754-7413, sjwoz@netzero.net

WISCONSIN

Feb 23 WI, West Bend. Wisconsin Chapter Model A For Club of America 55th Annual Greater Milwaukee Indoor Winter Swap Meet. Washington County Fairgrounds – 3000 Cty. Hwy. PV. 8am-2pm. www.wichaptermafca.com

Feb 29 WI, Milwaukee. Cruise into Gateway Classic Cars . Gateway Classic Cars – 9949 58th Place. 9am-noon. www.gatewayclassiccars.com

Mar 1 WI, Milwaukee. Scale Auto Hobby and Toy Swap Meet. American Serb Hall, 5101 W Oklahoma Ave, 10 am-2pm. Unique Events Shows. 262-366-1314, unievents1@aol.com, www.uniqueeventsshow.com

Mar 8 WI, Milwaukee. The Brew City Advertising Show. American Serb Hall, 5101 W Oklahoma Ave, 10am-2pm. Unique Events Shows. 262-366-1314, unievents1@aol.com, www.uniqueeventsshow.com

Mar 28 WI, Milwaukee. Cruise into Gateway Classic Cars . Gateway Classic Cars – 9949 58th Place. 9am-noon. www.gatewayclassiccars.com

Apr 19 WI, Waukesha. Mike Dunn's Milwaukee Miniature Motors Show. Waukesha Fair Grounds, 1000 North View Road Waukesha 10am-2pm. Unique Events Shows. 262-366-

1314, unievents1@aol.com, www.uniqueeventsshow.com

Apr 25 WI, Milwaukee. Cruise into Gateway Classic Cars . Gateway Classic Cars – 9949 58th Place. 9am-noon. www.gatewayclassiccars.com

Apr 24-26 WI, Jefferson. 43rd Annual Spring Jefferson Automotive Swap Meet & Car Show at Jefferson Co. Fair Park. Large Cars for sale Corral, now online. Car show (Sat. & Sun. only). Featuring Drag Cars all makes models welcome. Madison Classics, P.O. Box 7414, Madison WI. 53707, 608-244-8416 or www.madisonclassics.com

May 30 WI, Milwaukee. Cruise into Gateway Classic Cars . Gateway Classic Cars – 9949 58th Place. 9am-noon. www.gatewayclassiccars.com

Jun 27 WI, Milwaukee. Cruise into Gateway Classic Cars. Gateway Classic Cars – 9949 58th Place. 9am-noon. www.gatewayclassiccars.com

Jun 28 WI, Kenosha. 27th Annual Kenosha Car Club Car Show. Fireside – 2801 30th Avenue. 10am-3pm. Registration \$10. Tom Zoerner 262-818-6150 www.kenoshacarclub.com

AUCTIONS

FEBRUARY

Feb 14-16 FL, Miami. The Florida Public Collector Car Auction and Show. Ft. Lauderdale Beach. Miami-Dade County Fair & Exposition, 112th & Coral Way. Dave Rupp Collector Car Auction. Georgia 561-779-0302, Dave 561-379-3937, georgia@ftlauderdaleauction.com, www.ftlauderdaleauction.com

Feb 21-22 FL, Lakeland. Carlisle Events Winter AutoFest Auction. Sun 'n' FUN Campus. www.carlisleauctions.com

Feb 21-23 CA, Palm Springs. McCormick's Palm Springs Collector Cr Auction. Palm Springs Convention Center – 277 N. Avenida Caballeros. www.classic-carauction.com

Feb 21-23 FL, Lakeland. Lakeland Collector Car Auction. 717-243-7855, www.carlisleevents.com

Feb. 27-29 NC, Greensboro. GAA Classic Cars at the Palace. 855-862-2257 www.gaaclassiccars.com

MARCH

Mar 4-6 FL, Amelia Island. Russo and Steele Amelia Island Auction. 602-252-2697 www.russoandsteele.com

Mar 5 FL, Amelia Island. Bonhams's Amelia Island. www.bonhams.com

Mar 6 FL, Amelia Island. Gooding & Co. Amelia Island Auction. 310-899-1960 www.goodingco.com

Mar 6-7 FL, Amelia Island. RM Sotheby's Amelia Island Auction. 519-352-4575. www.rmsothbys.com/

Mar 11-14 AZ, Glendale. Mecum Glendale Auction. Mecum 262-275-5050, infonet@mecum.com, www.mecum.com

Mar 13 TN, Jackson. Mid South Classic Car Auction, www.midsouthclassiccar-auction.com, 731-423-5551

Mar 20-21 FL, Punta Gorda. The Gulf Coast Classic. Premier Auction Group. www.premierauctiongroup.com. 844-593-7355

Mar 25-28 IA, Davenport. 2020 Gone Farmin' Spring Classic. Mississippi Valley Fair Center. Mecum Auctions. www.mecum.com, 262-275-5050, mecum@mecum.com

Mar 28 TN, Nashville. 51st Semi-Annual Music City Classic Collector Car Auction. George Eber 615-496-2277. www.southernclassiccautions.com

APRIL

Apr 2-4 TX, Houston. Mecum Houston Auction. 262-275-5050, infonet@mecum.com, www.mecum.com

Apr 16-18 FL, West Palm Beach. Barrett-Jackson Palm Beach Auction. 480-421-6694. www.barrett-jackson.com

Apr 17-18 MS, Biloxi. Vicari Crawfish Music Festival Collector Car Auction. Mississippi Coast Coliseum & Convention Center. Gates open Fri. & Sat. 8:30am. 504-264-2277, www.vicariauction.com

April 17-19 MO, Branson. The Branson Auction. 800-335-3063. www.branson-auction.com

Apr 23-24 PA, Carlisle. Spring Carlisle Collector Car Auction. Carlisle Fairgrounds. 717-243-7855, www.carlisleevents.com

MAY

May 1-2 MN, Winona. SG Auctions. 3560 Service Drive. 507-498-9000, www.sgauction.net

May 1-2 TX, Nocona. Vicari Auctions Nocona. Vicari Auctions, www.vicariauction.com, 504-264-2277

May 8 WI, Wautoma. W. Yoder Auctions Classic & Sports Car Auction. N2475 13 th Gateway, Wautoma, WI 54982. 920-787-5549, info@wyoderauction.com, www.wyoderauction.com

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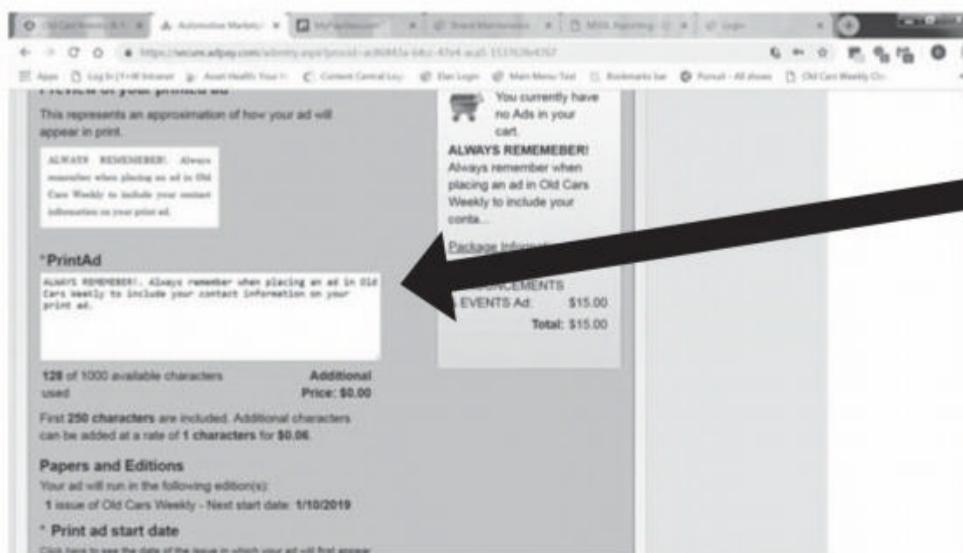
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9010 ANTIQUE CARS TO 1948 FOR SALE

WANTED DELAHAYE, any year, any model, any condition, top dollars paid, we will pickup anywhere in USA. Please call Peter Kumar at 1-800-452-9910 or email: PeterKumar@GullwingMotorCars.com 3970563

WANTED: SUNBEAM from 1900 to 1968, Tigers only; any condition, top dollars paid. We will pick up anywhere in USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970644

WANTED: TRIUMPH TR2, TR3, TR4; any condition, top price paid. We will pick up from anywhere in the USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970647

9015 ANTIQUE CARS 1949-1966 FOR SALE

WANTED DUALGHIA, any year, any model, any condition, top dollars paid, we will pickup anywhere in USA. Please call Peter Kumar 1-800-452-9910 or email: PeterKumar@GullwingMotorCars.com 3970565

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9040 ANNOUNCEMENTS & EVENTS

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9045 AUBURN

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9080 BUICK CARS FOR SALE

WANTED BUICK from 1900 to 1960, any model, any condition, convertibles only, top dollars paid, we will pickup anywhere in USA. Please call Peter Kumar at 1-800-452-9910 or email: peterkumar@gullwingmotorcars.com 3970559

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9090 CADILLAC-LASALLE CARS FOR SALE

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Email: Peterkumar@gullwingmotorcars.com

Website: GullwingMotorCars.com

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9100 CAMARO CARS

WANTED: CHEVROLET Camaro from 1967 to 1969, any model, any condition, top dollars paid. We will pick up anywhere in the USA. Please call Peter Kumar at 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970589

9130 CHEVROLET CARS FOR SALE

WANTED: ANY Chevy, any year before 1972, any model, any condition, top dollars paid, we will pick up anywhere in USA. Please call Peter Kumar at 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970597

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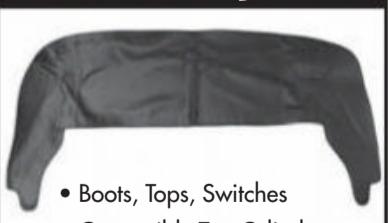
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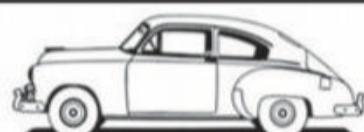
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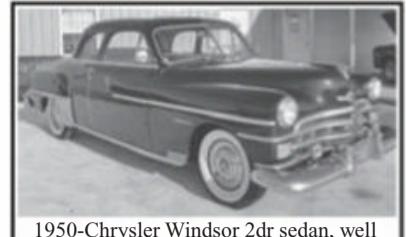
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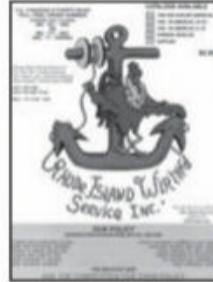
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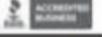
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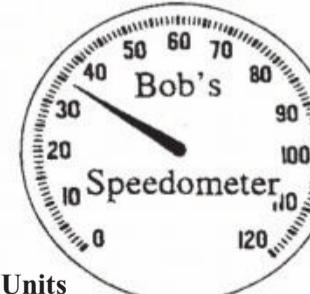
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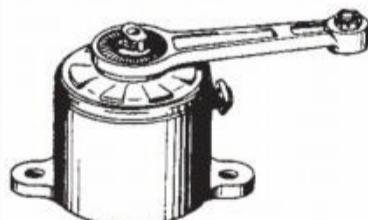
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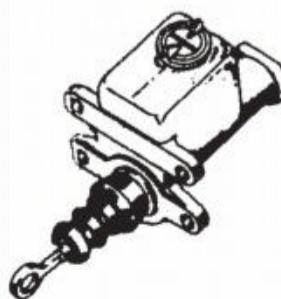
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WANTED: Alfa Romeo, from 1900-1969 all classic and vintage cars, any condition, anywhere, top dollar paid; serious buyer; will pick up from anywhere in the USA, please call. Alex Manos, 877-912-0007, CA; email: continental5000@gmail.com FWC11431318

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Digital Submission Requirements

The images should be 300 dpi (about 3 MB or larger) and saved as a jpg, tiff or raw image. The image should be as large as possible — at least the width of the calendar. The image can be 72 dpi (which is a primary default), but at that resolution it has to be very big. Once converted to 300 dpi, a 72-dpi image will be one-quarter the size submitted. Example: If the image at 72 dpi is 12 inches wide, and is converted up to 300 dpi, the photo will be 3 inches wide and too small to use.

Digital submissions can be made via e-mail (oldcars@aimmedia.com) or mailed on CD/DVD/flash drive. All digital submissions must have the year/make/model and owner's name in the subject line in order to be considered for publication.

Send submissions to:

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or email oldcars@aimmedia.com

Remember to include your name, contact information and a brief description of your car.

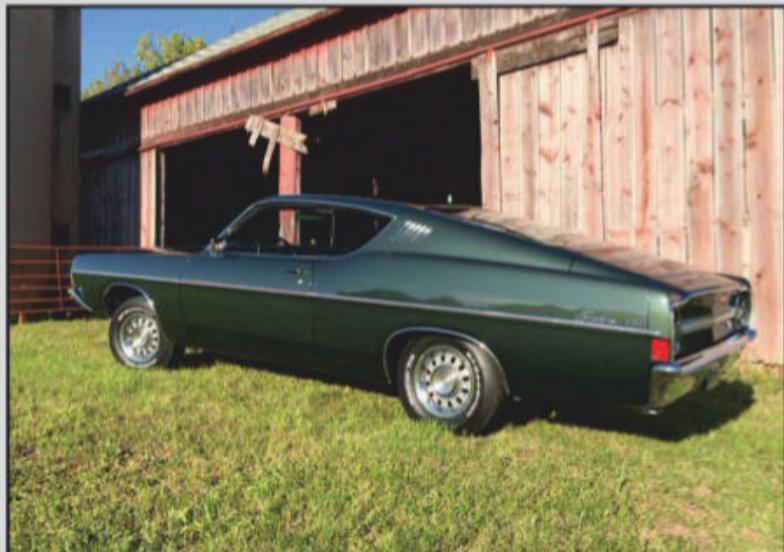
Find out more at <https://www.oldcarsweekly.com/news/wanted-high-quality-car-shots-for-old-cars-2021-reader-rides-calendar>

CAR OF THE WEEK

oldcarsweekly.com/car-of-the-week

Nostalgia can show up in all sorts of shapes, sizes and colors. For Rob Lewis, of Appleton, Wis., it's big, loud and wears Highland Green.

In a nutshell, his 1968 Ford Fairlane 500 fast-back is just pretty much everything Lewis was looking for when he went looking for a fixer-upper hobby car a few years back.



FACEBOOK FEEDBACK

Old Cars

Everybody loves a good deal! What was the cheapest/best deal you have ever haggled on a car?



Edward Garland : I bought a '38 LaSalle coupe in 1971 for \$250.



Curt Landis : A guy offered me his '79 Camaro to go through the drive through for a 12 pack back in 1989! He didn't have his license, so he signed over his title, and I drove him there and to his house!



Dave OLeary : Bought the '72 Nova for \$275 and the '73 Nova for \$500, both great first cars. Now you can't touch a nice '72 Nova for under \$20K.



Danny Christmore : My dad bought this ('66 Chevelle) and many others for his car lot from a wholesale dealer back in 1973 in Diamond, Mo. He gave \$400 for it, my first high school car. I still have today.

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WANTED: DETOMASO, any year, Pantera, any condition, top prices paid. We will pick up from anywhere in USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@gullwingMotorCars.com 3970673

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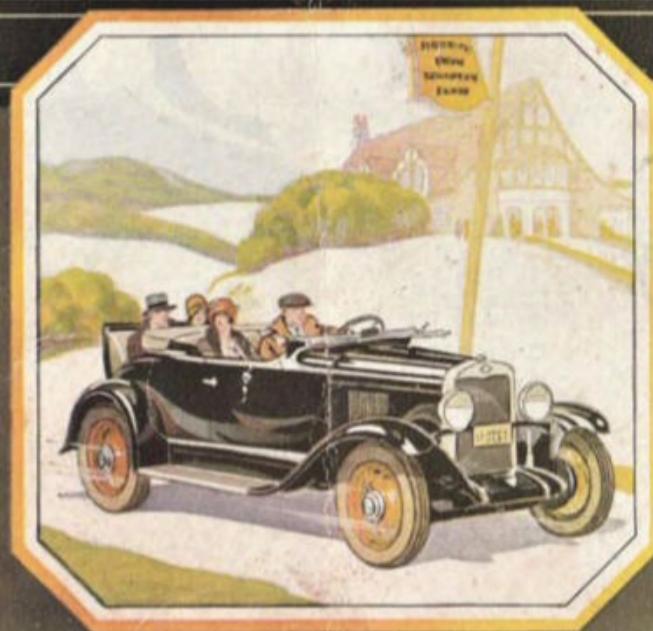
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The Greatest

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A SIX IN THE PRICE RANGE OF THE FOUR

THE GREATEST CHEVROLET IN HISTORY?

BY JOHN GUNNELL

During the late 1920s and early 1930s, Chevrolet promoted its newest car line as “The greatest Chevrolet in Chevrolet history.” This was the sales pitch in 1930, the year after Chevrolet famously debuted its new inline six-cylinder. In 1930, the company claimed “Chevrolet used the savings from its great volume production to build a smoother, faster, better Six — at prices within the reach of all.”

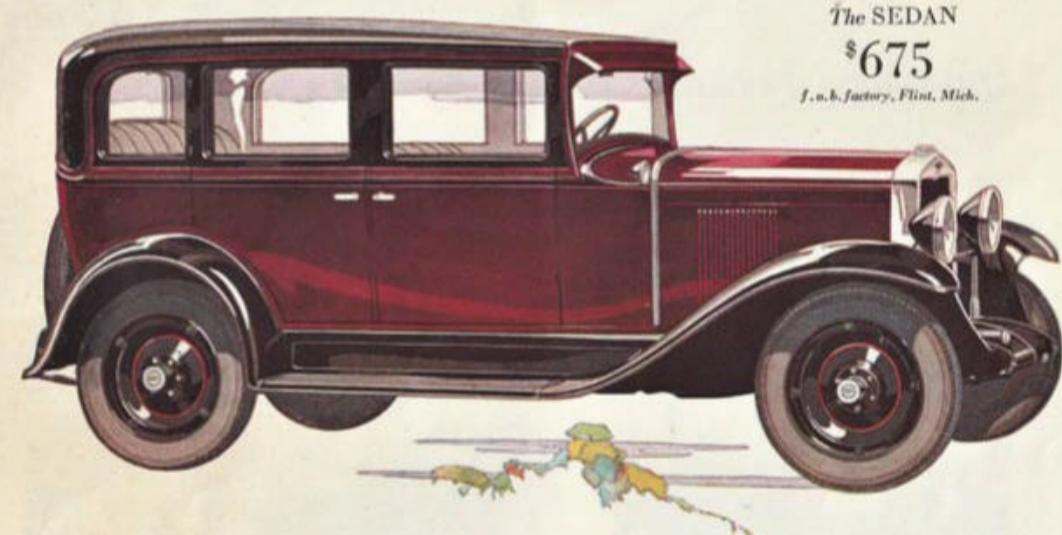
Chevy prices began at \$495 for two open cars — roadster and phaeton. At least that was the freight on board (fob) prices of both models at the Chevrolet factory in Flint, Mich. The fancier sport roadster with a rumble seat was \$555 fob. Closed cars included the coupe or the coach (two-door sedan) at \$565 fob each, the four-door club sedan at \$625, the sport coupe with rumble seat at \$655 or the four-door sedan at \$675.

There were a number of improve-

ments for 1930. A 50-hp valve-in-head six-cylinder engine provided faster acceleration. A special high-compression

combustion chamber also gave the latest Chevy higher speed and more power. Automatic lubrication of the valve

Each year the new Chevy was described as “the greatest in Chevrolet history.”



THE SEDAN—The new Fisher Body Sedan with its four large doors and its roomy, richly-upholstered interior, ideally meets every requirement for a family car. The rear seat is equipped with arm rests—and the front seat is adjustable. Equipment is especially complete—giving to the interior an air of custom smartness.

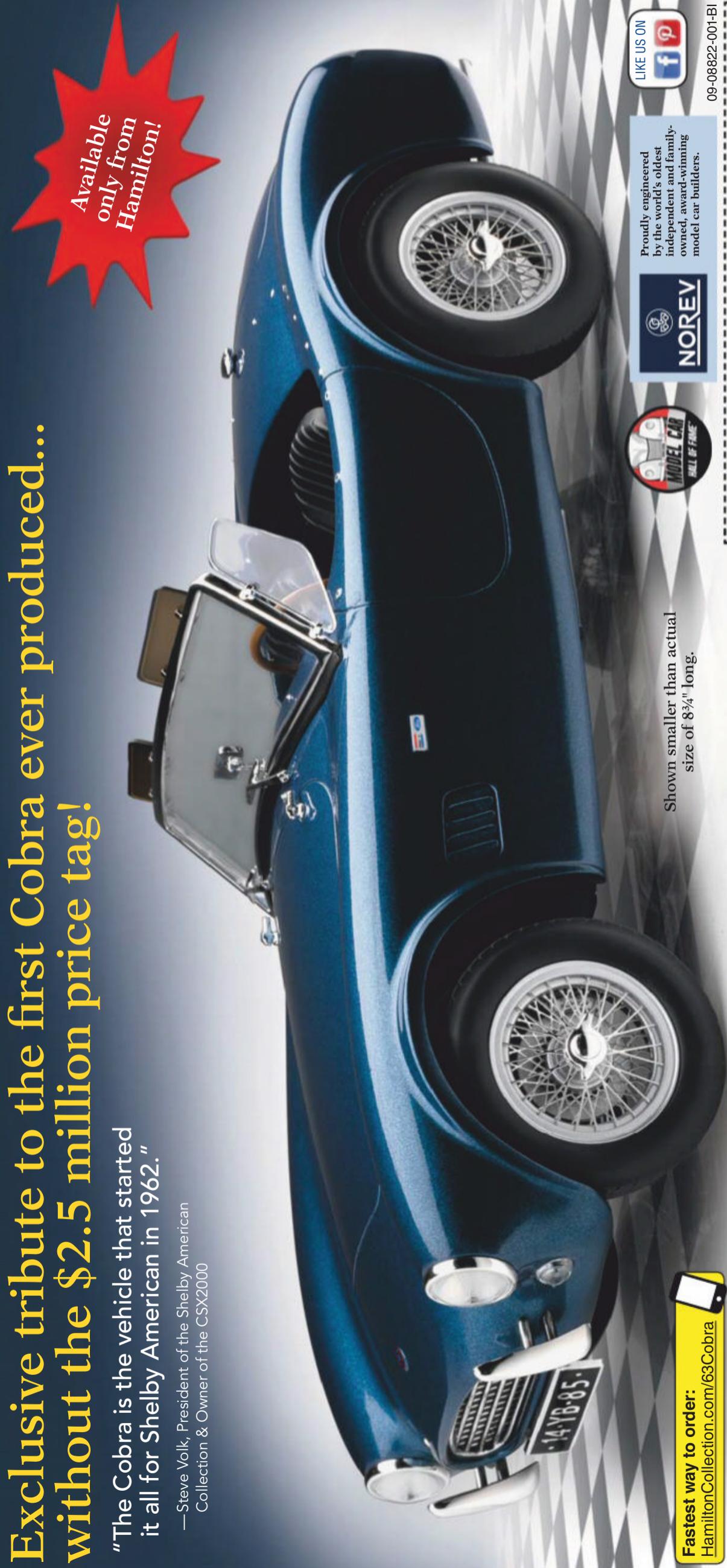
Page One

Steel disc wheels were standard on the '30 Chevy sedan shown and most models.

Exclusive tribute to the first Cobra ever produced... without the \$2.5 million price tag!

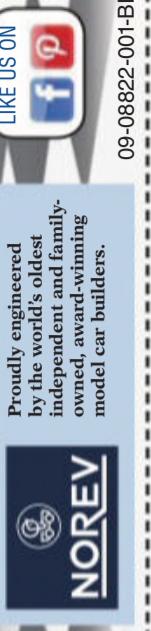
"The Cobra is the vehicle that started it all for Shelby American in 1962."

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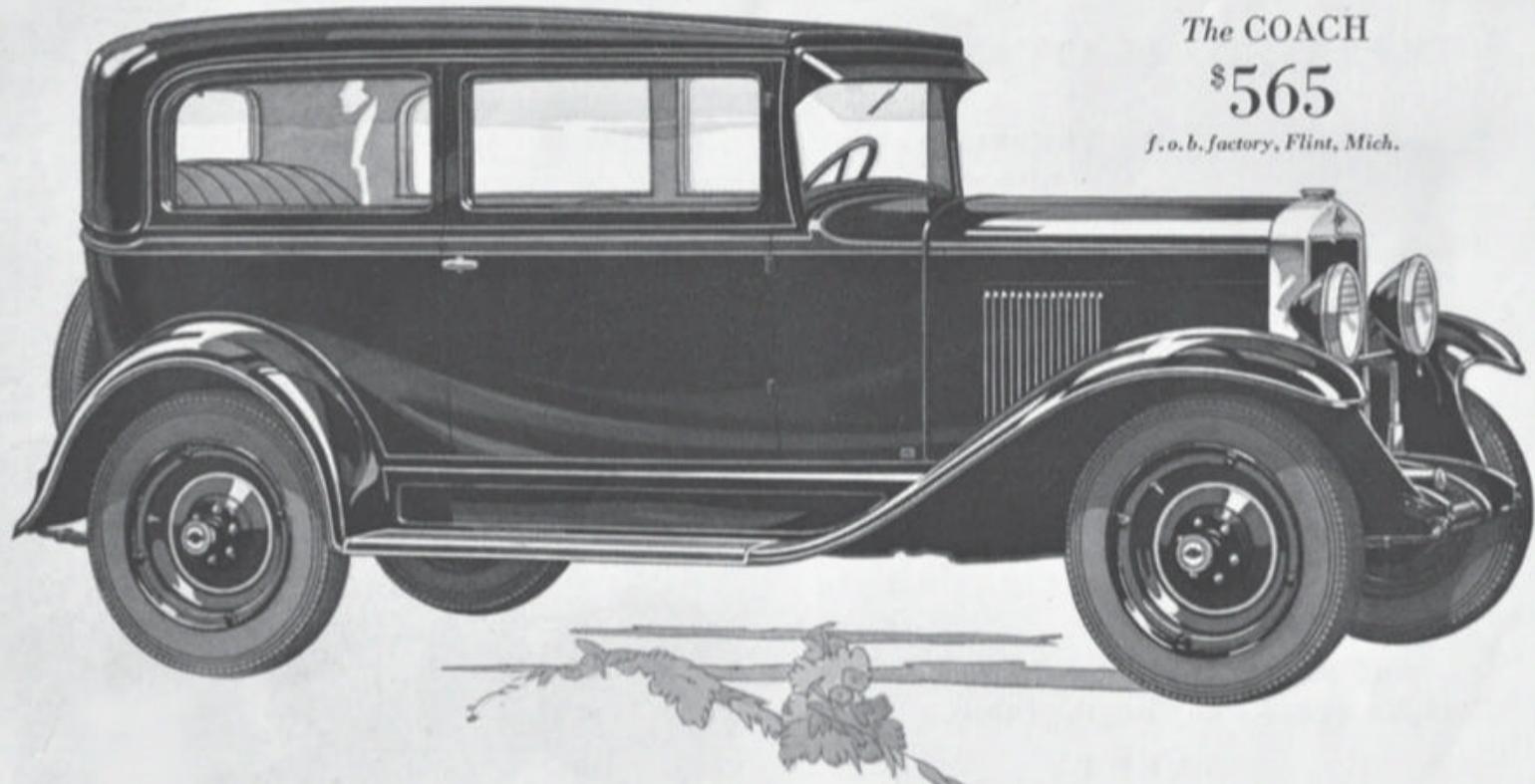
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mechanism resulted in extremely quiet operation. A big 48-lb. crankshaft that was both statically and dynamically balanced contributed to smoothness of operation. Thoroughly lubricated bearings made the engine more durable and dependable.

Chevy's new bronze-bushed pistons were 2 lbs. lighter per set, which resulted in greater smoothness, faster acceleration and longer engine life. Fuel-air mixing was handled by a Carter carburetor with a venturi choke. It was topped off with an AC air cleaner. The engine was linked to a selective-type sliding-gear transmission with three forward speeds and one reverse and a dry single-plate clutch.

Chevy's four-wheel braking system was entirely redesigned for 1930 and featured fully enclosed, internal-expanding waterproof brakes both front and rear. The brake linings were of a new type that was particularly resistant to heat. An equalizing system balanced the pressure at the wheels, while the special new shoe design ensured uniform distribution of wear on the linings and helped prevent locking. A simplified screw control made brake adjustments relatively easy. Big 11-1/2-inch brake drums were used all around.

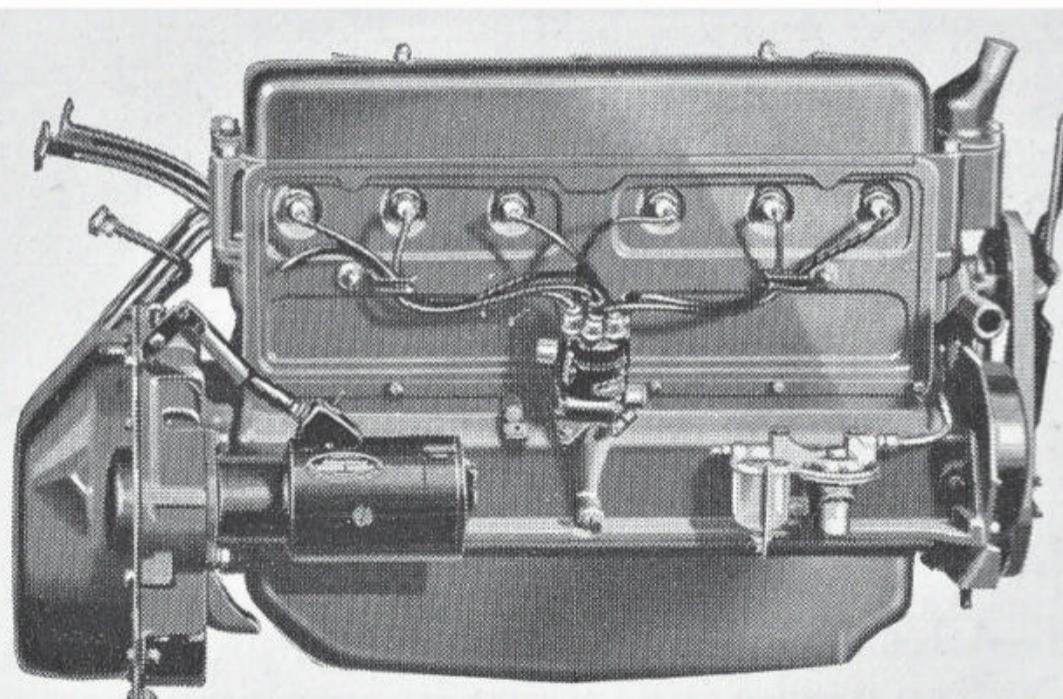
Other features of the 1930 Chevrolet Six included twin-beam headlamps controlled by a foot-operated switch and

a new Fisher Body Co. non-glare windshield that reflected the beams from approaching headlamps downward. Delco-Lovejoy hydraulic shock absorbers were made standard equipment on all Chevrolet passenger models at both front and rear. The four long, semi-elliptic leaf springs, designed for use with the new hydraulic shocks, were equipped with a new type of self-adjusting spring shackle.

Also improved was a full ball-bearing steering mechanism used in conjunction with a new front axle assembly

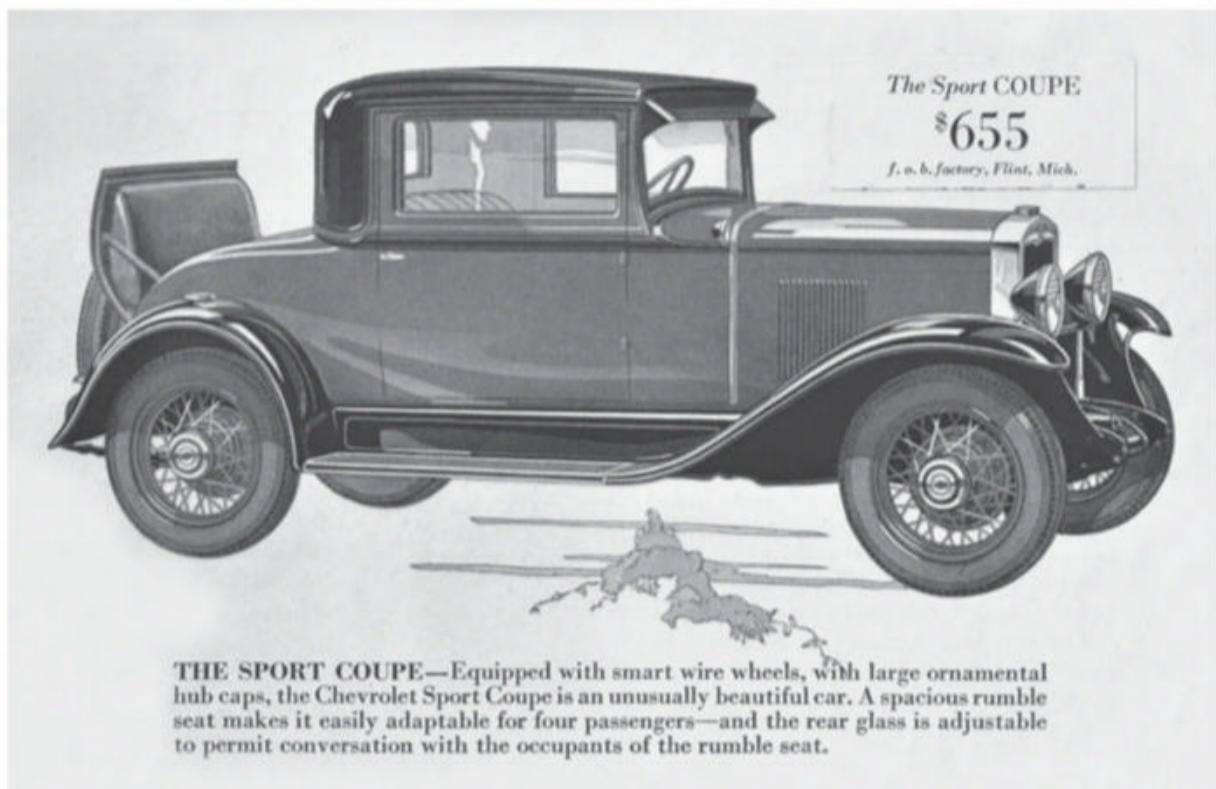
that gave the front wheels finer balance and increased roadability. The steering wheel was set lower. This change, combined with a new adjustable driver's seat, assured a restful driving position for Chevrolet drivers.

The 1930 Chevrolet instrument panel carried a new, more convenient grouping of the control instruments including a new gasoline gauge mounted on the dashboard of closed models. There were also numerous interior refinements in closed models including a robe rail, foot rests, a dome light, remote control



The Chevrolet 6-Cylinder 50-Horsepower Valve-in-Head Engine

The 1930 Chevy Six had a 3-5/16 x 3-3/4 bore and stroke and a detachable head.



THE SPORT COUPE—Equipped with smart wire wheels, with large ornamental hub caps, the Chevrolet Sport Coupe is an unusually beautiful car. A spacious rumble seat makes it easily adaptable for four passengers—and the rear glass is adjustable to permit conversation with the occupants of the rumble seat.

door handles, smoking sets and generous door storage pockets. New, larger full-balloon tires with smaller wheels gave the entire car a fleeter, racier appearance, as well as finer comfort and greater roadability.

Wire wheels with large ornamental hubs and hub caps were standard equipment on the rumbleseat-equipped sport coupe and sport roadster. Chevys also offered customers a heavy, banjo-type rear axle, a 107-inch wheelbase, a mod-

ern fuel system with a safety gas tank at the rear, a heavy channel steel frame and a Harrison honeycomb-type radiator.

Each model had its own features. The standard roadster was one of the most attractive creations in the Chevrolet line-up. It combined economy with comfort, convenience and performance. The top folded back, and close-fitting side curtains provided weather protection. The phaeton had four doors and was roomy enough for five. The seats were lowered

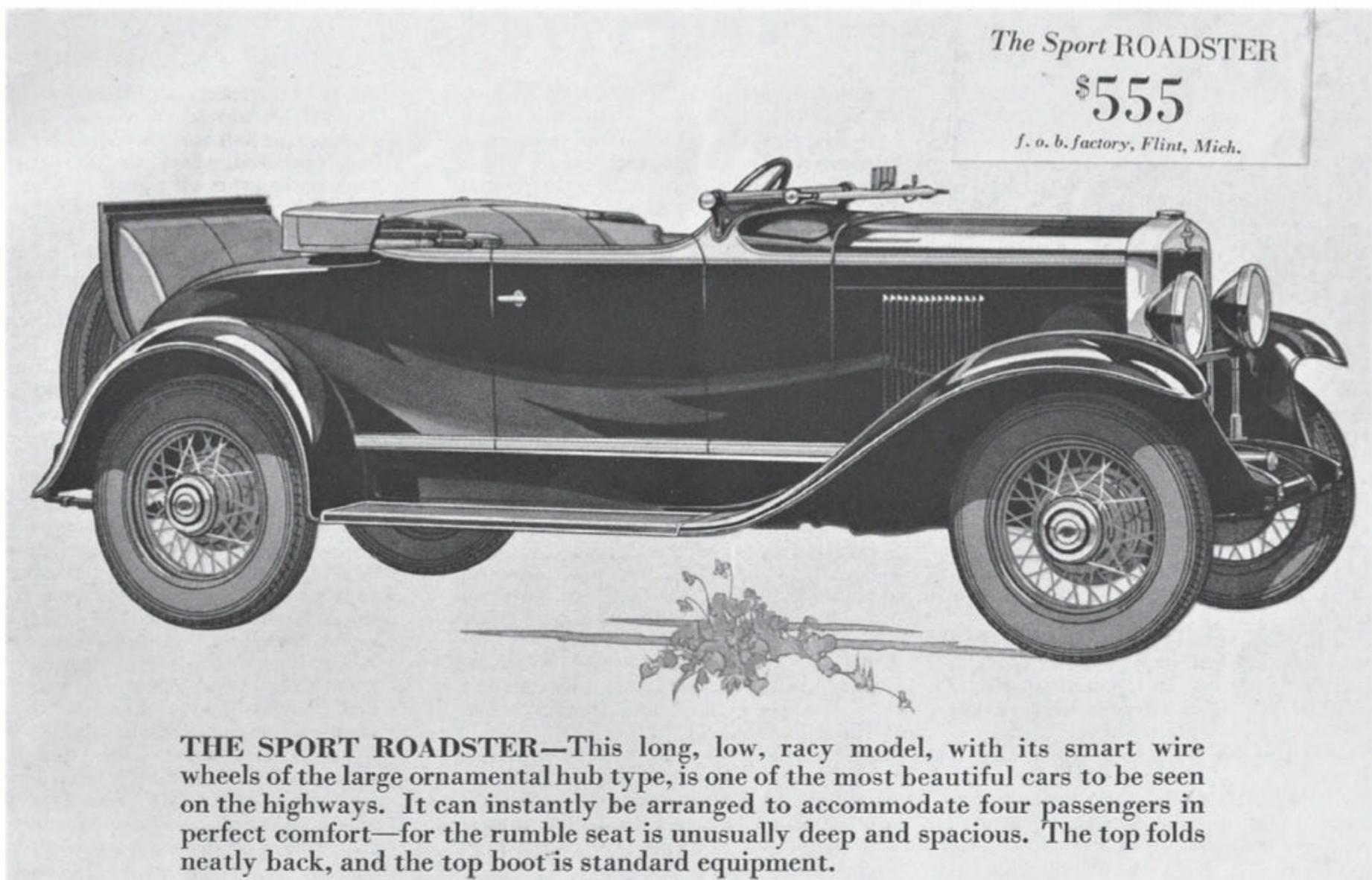
The sport coupe had both a rumble seat and spare tire at the rear.

and the seat backs were tilted for greater comfort. The sport roadster was a long, low, racy model with wire wheels and a rumble seat.

Closed car offerings started with the coach, a sedan body type with two wide doors that seated five. The coach's right front seat folded forward to give access to the rear passenger compartment. The driver's seat was adjustable forward and rearward. Sold at the same price was the three-window coupe, which had an adjustable seat and a large luggage compartment. Next came the club sedan, a close-coupled, five-passenger model with four doors. The sport coupe also had three windows, but added wire wheels and hubcaps. The adjustable rear window allowed those inside to speak to those in the rumble seat. The four-door sedan included a rear seat with arm rests, an adjustable front seat and a richly upholstered interior.

So, there you have it — the story of the greatest Chevrolets in Chevrolet history. Or at least the greatest Chevrolets until the 1931 models arrived.

OC



THE SPORT ROADSTER—This long, low, racy model, with its smart wire wheels of the large ornamental hub type, is one of the most beautiful cars to be seen on the highways. It can instantly be arranged to accommodate four passengers in perfect comfort—for the rumble seat is unusually deep and spacious. The top folds neatly back, and the top boot is standard equipment.

The sport roadster — as well as sport coupe — included standard cowl lights.

EXTRA INCHES



Lengthened Chevy Longhorn was aimed toward campers

STORY AND PHOTOS BY BOB TOMAINE

Modern pickups are styled to accentuate their size and bulk, an approach that's very different from a truck that Chevrolet offered a half-century ago.

"I like the way it's different," said Tyler Reynolds, whose 1971 Chevy Cheyenne C30 Longhorn is shown here. "You don't see many heavy-duty trucks; everybody has a half-ton. Especially a Longhorn and being a one-ton, I knew it was different. I knew we had something."

The Longhorn is different, even if Chevrolet didn't feel a great need to

emphasize it as such. Introduced for the 1968 model year — one year after a completely redesigned Chevy truck debuted — the Longhorn was created by taking the 133-inch wheelbase chassis from a 1-ton Stepside pickup and replacing its box with the Fleetside version. Had that been the extent of the work necessary to build the Longhorn, it probably would've been just one more Chevy pickup.

The heavier chassis prevented such a simple swap, though, so Chevrolet extended by 6 inches the long Fleetside box intended for the 127-inch wheel-

base and did so in a brilliantly elegant way. Instead of stamping new sides for the slightly longer box, it made up the difference with sheet-metal extenders that mated the standard Fleetside panels to the standard Fleetside front wall, the only location possible to take advantage of the extra wheelbase. Since the box now needed a longer floor, Chevrolet again took the cost-effective route and went with an oak floor protected by skid strips.

The Longhorn was available as either a 3/4-ton or a 1-ton and what's much less obvious than the truck's extra

OPPOSITE: It's not difficult to imagine that the Longhorn would be mistaken for standard a Chevy one-ton pickup. The extra sheet metal for its extra length is easily overlooked at a passing glance.

length is its suspension. A pair of rear leaf springs replace the coils that lighter versions use, although it still relies on coil springs at front. The drivetrain was even less exotic, offering engines from the 250-cid six to the 396-cid V-8. Naturally, GMC sold a Longhorn twin (the Custom Camper) and both went through model-year updates before being dropped from the catalogs for 1973.

Even with the sales of two models, it seems like a lot of work for six inches, but the GMC's name points right to the thinking that went into it — namely, that the slightly longer trucks were excellent matches for the popular slide-in campers of the day. Promotional materials boasted in 1969 that the Longhorn was "the only pickup designed for camping. With an extra big 8-1/2-ft. box, you can easily carry the largest of camper bodies. Long wheelbase provides better balance and handling. And the special Longhorn suspension with leaf-type rear springs assures a smooth ride and sure handling with heavy loads." One year later, a brochure got right to the point by stating that "Chevy campers go to great lengths to please you in 1970. Take the king-size Longhorn, for instance ... It can accommodate camper bodies up to 12 ft. in length. And provide excellent balance and handling ease while doing it."

Since pickups were then starting to be seen as everyday vehicles for those who liked them more than they needed them, Longhorns were available with added trim and better comfort features. However, sheer capacity was the real selling feature of the Longhorn, yet at least some Longhorns almost certainly were ordered by those who saw them as top-shelf work trucks. Just as likely, many of those Longhorns purchased new for camper service found themselves in a completely foreign environment when their first owners traded them in or sold them to users who used them to earn their livings.

Good care and relatively little use in hauling campers would have saved some Longhorns, but the rest were probably used up in hard work. Chances are good that Reynolds' Longhorn is in the first category, given that it's accumulated just 47,000 miles in its 49 years.

"It was purchased in 2001 by our family," said Reynolds. "We're the third owners of the truck. It was originally a Florida truck. It was something that popped up from a guy just down the road from us. He was just looking to get rid of it to find something else."

The fact that it had come from Florida before Reynolds' family in Greene, N.Y., acquired it explains the lack of rust, but the truck apparently was not



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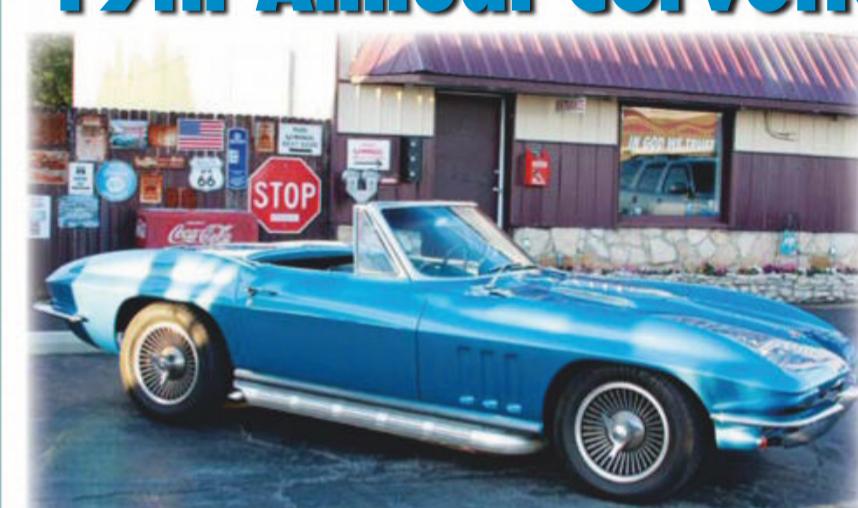


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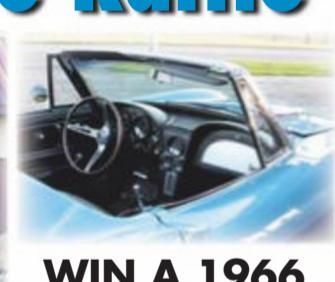
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ABOVE: This Longhorn offers the best of several worlds — a longer box paired with now-classic styling and one of the most popular engines of its day, the Chevy 350-cid V-8.

UPPER RIGHT: Given that Longhorns aren't common, some might see the badge as nothing more than a trim package identifier.

RIGHT: Civilization was creeping into pickups in the early 1970s when this 1971 Longhorn was built, but it still had some distance to go.



driven often once it came north.

"We never saw the truck (before) it was advertised for sale," Reynolds said. "When we went to go and look at it, that was the first we ever saw it and we brought it home that night..."

"I own it now. I bought it from my dad and so I'm the current owner. Like I said, it's been in the family since 2001 and he's moved on to other projects, so I bought this one from him."

The Longhorn has needed no major work in those years, but it hasn't gone untouched.

"The motor had a top-end rebuild into it," Reynolds said, "nothing too extensive and it was all replaced with original equipment. And just some minor wear-and-tear stuff. It's got a new clutch in it and new tires ... Just some minor front end work had to be done from not being driven all that much."

He said he also completed some cosmetic work.

"The only thing I've done," Reynolds said, "is refinish the oak box that's in it, the wood flooring with the stainless-steel strips, and put original-style rims on it. The guy had chrome mod rims. They were 16-1/2-inch, which was

the size that was original to the truck, but other than that, they were just a little oversize for what I wanted."

With all of that behind it, he said, he's confident that the truck is ready for any trip. There is, however, a downside. It begins with the 20-gallon fuel tank, and even with the four-speed manual transmission that's more efficient than an automatic of the day, the Longhorn's 350-cid V-8 is thirsty, no doubt due at least in part to the 4.11 rear.

"Eight," Reynolds said. "It is eight miles to the gallon loaded or unloaded, uphill or downhill. We clocked this at eight. It revs at around 3500 rpm at 55 or 60 miles an hour."

He'd just driven it the 46 miles from Greene to the Northeast Pennsylvania ATCA Chapter's show in Harford, Pa., and to keep speeds reasonable, he'd used the mostly two-lane U.S. Routes 12 and 11. Back roads mean bumps and an empty one-ton pickup isn't the best match for them, no matter how long its wheelbase.

"We felt every one on the way down," Reynolds said. "... You can feel the rear end when you hit a pothole. It rattles little bit."

With that description in mind, it's more than mildly surprising that he also talked about how user-friendly the Longhorn is to drive.

"You can just let the clutch out," he explained. "The truck drives itself. You can put it in first gear, let the clutch out and actually get out and walk faster. I learned to drive stick on this around the yard ... My wife learned how to drive it, my sister-in-law learned how to drive it. It's a really easy truck to learn how to drive."

It's easy to notice, too, as he said that some who see it know exactly what it is and others just like it as an old truck much like ones they remember riding in as kids. The Longhorn's not perfect — it can be loud in the cab when driving with the windows down, and the vinyl seat is uncomfortable on a hot summer day — but the Chevy also has the kind of appeal that those who don't notice it on the road would probably never grasp anyway.

"It really takes you back," Reynolds observed. "You have an AM radio and that's it. You just listen to the truck and talk."

WANTED

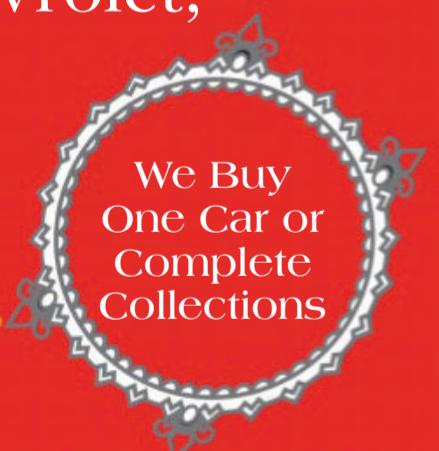
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